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James Michael Curley

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WOULD NOT MOVE
THE EVERETT STATUE

Art Commission Opposed to School Site

If Menace to Traffic Statue May Go to Any Part of Boston

The Art Commission of the city of Boston in a communication to Mayor Curley yesterday declared that commission sees no aesthetic or sentimental reason for the removal of the Edward Everett statue in Dorchester. If it can be shown that the statue is a menace to traffic, the Art Commission said the statue could be moved anywhere in the city.

Chairman J. Harleston Parker's letter to Mayor Curley says:

"Complying with your request, members of the Art Commission in company Mr. Long of the Park Department, examined the site proposed for the removal of the Edward Everett statue, namely, the site of the First Dorchester Schoolhouse. We have come to the conclusion that this site is inadequate and it should not be considered on account of its surroundings and background.

"Referring to the general question of the removal of the Edward Everett statue, the commission sees no aesthetic or sentimental reasons for its removal from the square which bears its name."

"At the time this statue was placed in its present location, the various authorities were consulted and their general approval obtained. Also years ago this question was thoroughly investigated from all points of view, the Police Department, Boston Eleventh and the Uphams Corner Improvement Association taking part in the discussion.

"If it can be shown conclusively that the statue is a serious menace to traffic and that the safety of the public absolutely necessitates its removal, this commission will gladly cooperate in endeavoring to find a suitable site for it. Should it be removed from the square which bears its name, it seems to us that its location in the neighborhood is not obligatory, unless an excellent site can be found, but that it might be placed in any part of the city where it would enhance the appearance of the surroundings."

CURLEY HINTS AT
WHITE SLAVERY

Mayor Curley, speaking before the Boston Young Women's Christian Association yesterday, declared that if the lid comes off the Garrett Inquiry there may be revealed the existence of a white slave traffic in this city.
The bill calling for a referendum on the repeal of the 'Baby Volstead Act' will come up next Tuesday afternoon in the Massachusetts House of Representatives. The bill is based on an initiative petition, but, in accordance with the Constitution, the procedure relative to it, so far as the Legislature is concerned, is different on any other matter. It was assigned to the Committee on Legal Affairs and a majority of that committee reported last week against it.

If the Legislature passes the bill, it will go into effect without reference to any politician, but, if the Legislature refuses, the question will go to the ballot on the November ballot. In that case it can only be voted on by 5000 additional signatures which the constitution requires. That petition has already been signed by 20,000 voters. It is everywhere believed that the Legislature will reject the referendum, but the adverse majority may not be large.

As has been said, the House will take up the matter next Tuesday. The debate on the so-called Ex-Gov Channings bill is an example. According to some rumors, more than 20 members of that branch have signified their intention of voting against the bill, and it may very well be that its vocal opponents will be evenly divided. Under the circumstance, the Legislature will be able to finish the discussion on Tuesday, in which case it will continue on the next day. The Senate hopes to finish the bill on Wednesday, but will not receive it until Thursday if the debate in the House does not last on Tuesday.

It may be taken for granted that the discussion will add nothing to the literature about prohibition and, further, it may add a vote in either the House or the Senate. Every member of each branch has doubtless made up his mind before this how he will vote, and that fact will not silence those who want to talk on it. They hope, at least, that their constituents will read the newspaper reports of what is said in the debate.

There have been no new developments in regard to the probable action of the voters if they go into the polling places next November and find the question on their ballots. Most people expect a majority for the repeal of the act now on the statute books; even the most enthusiastic of those who are not over-sanguine about the result of the referendum, but they think they have grown a little more hopeful in the last few weeks and they have the hope of an intensive campaign which they propose to bring to bear on the issue if the bill is lost will bring other voters to their side.

Bringing Out the Vote

The Republicans are glad to have the issue of the Volstead Act now on the ballot next November; they think it will bring out the country towns, and it is on that the Republicans must rely if they hope to carry the election. The city voters, a large majority of whom are Democrats, will go to the polls without much enthusiasm, but women and women and women in the rural districts are likely to stay at home unless they are interested in a candidate or a referendum.

It is common knowledge that the Republican organization did what it could to bring about in 1928 the expression of opinion of the voters in favor of the repeal of the State law in regard to the repeal of the 18th amendment to the Federal Constitution. That subsequent vote was about what the country would have it to be; but the Republicans felt the referendum—for it was virtually that—would cause a majority of the Republican voters. That did so, but they were not enough to carry the State for Mr Hoover. This next Tuesday, the referendum on the bill for the repeal of the Baby Volstead Act—and this will be a real referendum—will tend to bring out the rural vote, but again it may not be large enough to carry the State for the Republican ticket.

The Republican will have another referendum on the 18th amendment, and it is like that on any other matter. It was assigned to the Committee on Legal Affairs and a majority of that committee reported last week against it. This question will also appeal to the voters in the country districts. The Legislature has already refused to pass that bill.

For so far as the vote on the Baby Volstead Act is concerned, the 18th amendment is the touchstone. It cannot reasonably expect to retain that statute unless they can enroll on their books a sufficient number of Republican voters to pass the amendment, and the Volstead Act, but not a few members of that party will vote for the repeal of the 18th amendment. It is a proposition to aid in the enforcement of the Federal act. In order to make up for the lack of these Republican votes the "drys" must have the support of Democrats in fairly large numbers. This will require special efforts among the Democratic women.

The Senatorial Campaign

Ex-Gov Alvan T. Fuller continues to be a man of mystery—one might perhaps properly say the man of mystery. In the gossip about the Republican nomination to succeed Frederick H. Gillett in the United States Senate, the name of William Ware that he will be a candidate for the Democratic nomination for the United States Senate has been said some time ago that he would run for either the Senate seat, or the Governorship of Massachusetts. In the last week he has made his choice between those two offices. Mr Sawyer has been in the forefront of those who are making known through the State, and makes an excellent impression on the stump. The Republican voters will be able to express their prohibition and anti-prohibition convictions in the coming primary. That is, as is commonly believed, many, many more of the Republican voters will be able to vote at the election next November, and the repeal of the State law for Volstead Act will be on the ballot at the election next November, and the repeal of the State law for Volstead Act will be on the ballot next November and find the issue of the repeal of the State law for Volstead Act.
is on acceptance because of the referendum character. Already the speaking list contains the names of 15 wets and 12 drys. Representative John S. Derrham will lead for the wets and Representative Maynard E. S. Clonons will lead for the drys.

The entire discussion is rather futile. Everyone now knows what the outcome will be. The vote in the Legislature will be against repeal and it will go to the Senate. The belief on the House side is that a vote was taken right then the count would be just exactly what it will be in both branches at the conclusion of the discussion, provided no member commits some dreadful blunder in the debate and insults one faction.

WETS WILL MUSTER 100

In the House the wets will muster something in excess of 100 votes. Just how far beyond that mark they will go is problematic. In the Senate the wets will have no more than 13 or 14 votes out of the 39, the president not casting a vote.

The Baby Volstead repeal bill, regardless of the public interest in it, is not a matter of major consequence in the Legislature because of the knowledge of what the outcome is certain to be. More absorbing will be the fights in the future on insurance, power and light and old-age pensions.

President Bascou's program in advocacy of home rule has begun to show results. Of course, he is not solely responsible for the legislation which has given the city of Boston, for instance, a $4,000,000 tax limit bill, repeal of the civil service commission restrictions on the mayor's appointments and a new deal on the construction of sewers, but the policy laid down by him at the outset of the session undoubtedly has had considerable influence on those measures.

That sewer bill is highly important, you know. The present law got itself into the House without creating any comment, and comes up for action in the Senate Thursday. Streets in the city cannot be accepted for construction purposes until sewerage and drainage have been accomplished. Now the present bill gives the mayor of Boston only $1,000,000 to spend for sewers, and under that restriction his campaign for $10,000,000 would have been futile. Given that huge sum for street construction, he could not have spent it because of the restrictions for sewers which must come first.

IMPERATIVE TO LIFT IT

There are hundreds of unaccepted streets in the city, so it was imperative to pass legislation that would permit the expenditure of more than $1,000,000 for sewers. He got in touch with legislative leaders. A bill removing the restrictions was reported out of the committee on municipal finance unanimously and enacted in the House within a week. It next comes to the Senate and will be hustled through that body so that Curley soon will be equipped to handle the street program from every angle.

Mayor Curley, in most matters, has received complete cooperation from the Legislature this year. That is in keeping with Bacon's frequently stated theory of placing full responsibility on the shoulders of the responsible elected officials of the municipalities.

While the Legislature is engaged in its more important sessions for the next fortnight the Republican leaders will retire into the background and remain in seclusion. The candidates for various offices are willing to mark time. Amos L. Taylor, the chairman of the state committee, is on his way to Virginia for a 10-day furlough and Louis K. Liggett, the national committee man, is not expected to return from the South for another week.

Meanwhile they will be on the alert for the mayor. In his announcement for the Senate late a few days, but from other sources comes word that if he does run he will avoid wasting his ammunition early in the fight by waiting until summer before saying his castor into the ring.

TO PLACE BLAME IN BOILER CASE

Curley Orders Counsel to Probe Long Island Hospital Contracts

FIN COM AND CITY ENGINEER AIDING

Determination of the legal responsibility for the failure of two of the five boilers at Long Island Hospital lasts two years after their installation was delegated yesterday by Mayor Curley to the city law department. Joseph P. Lyons, assistant corporation counsel, was given the assignment by Corporation Counsel Samuel Silverman.

It was reported yesterday that Frank A. Kenney, the engineer of the commission, which made inspection of the boilers, had been instructed to prepare a report on the condition and the reasons for the failure of the boilers. Kenney believed that the boilers were in good condition, the instruction to his contrary. Kenney feared that the condition of the boilers was not satisfactory for the failure of the boiler.

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IMPERIOR BOILERS

In the technical report of the Technology experts, Prof. Edward F. Miller and Maj. A. S. Smith, no criticism was made of the pulverizing equipment attached to the boilers, but there was sharp criticism of the judgment used in the selection of the boilers. The pulverizing equipment, which cost about $175,000, is inferior to the condition and the reasons for the failure of the boilers.

It is predicted that the finance commission may seize upon the boiler contract as an invitation to investigate expenditures at Long Island. William J. Kennedy, who was institutions commissioner while the boilers were installed, has declared that city architects and engineers were responsible for the selection, and he accepted their recommendations.

The detailed report of Engineer Emerson, released yesterday by Mayor Curley, described the contract for the installation of boilers, its changes and extensions, and sets forth that leaks developed in four of the five boilers. The leaks attributed to the layers of oil from the condensate from the heating system.

Emerson disagrees with the recommendations of Prof. Miller and Maj. Smith that the boilers should be replaced. He believes that there is no reason "why the present plant should not operate satisfactorily under normal conditions, with pulverized coal as a fuel" and adds that as many of the causes of the accidents have disappeared, "it is unlikely that they will recur if there is competent supervision of the plant.

He advises "a long term test under such conditions as exist and if such test be shown to be satisfactory or unsafe, then the necessary changes can be made." In the event that the boilers are replaced he recommends the scrapping of the fuel pulverizing equipment and the return to hand firing.

Apart from discussion of the boilers Emerson calls attention to the fact that no example of "the vacating and dilatory methods employed by the officials of the city in securing the construction of the new power plant and other mechanical work at Long Island is found in the needless expenditure of $375,000 for removing radiators in the nurses' home, J. P. Dwyer & Co. contractors who installed the heating system in the hospital in 1927 had just completed the installation of new radiators on the ceilings, when an order was issued to move the radiators to the walls.

The reason set forth by Commissioner Kennedy in his request to Mayor Nichols to approve the contract was that "a great strain is being placed on certain pumps which are a part of the vacuum system at the present time and if a break occurs the entire vacuum system might be severely damaged.

Engineer Emerson comments that it is not clear how any such trouble as Kennedy feared could possibly occur. It is also stressed in the report of Emerson that no satisfactory explanation has been made for the accidents which occurred in the old boiler plant which was highly rated by state inspectors and had excellent service.

Amerian 4/3/30

City Bathhouses Being Conditioned

In preparation for the municipal bathing season, which will start on June 15, provided that an earlier hot spell does not cause Mayor Curley to order the city bathhouses and beaches opened, park department workers have started to paint and clean up. At the dozen public bathhouses and beaches opened, men went to work with soap and water to clean the buildings and to brush and hose before the painters arrived with their brushes and the carpenters began to repair the damage left by winter storms.
DEMOCRATIC DIVISIONS COME TO RAISE REPUBLICAN HOPES, LIKE DAWN AFTER DARKNESS

By W. E. MULLINS

A few weeks ago signals of distress were flying from the mast of the Republican ship of state. The personnel outlook was discouraging and depressing. Mutterings of revolt against the bone-dry stand of the party leaders were increasing to a crescendo. The unemployment situation was becoming alarming. Party strife was being fomented by fears of what former Gov. Fuller might do. All that was the darkness that precedes the dawn.

The Republicans still have their greatest asset in Massachusetts, the Democratic party. An open rupture in the ranks of the minority party reaches a climax tomorrow night when the faction dominated by Mayor Curley moves into a position of prominence at the Hotel Statler with a banquet to the state's Democratic mayors, at which more than 3000 guests are expected to break bread.

Frank Donahue, the chairman of the Democratic state committee, has been openly affronted. Henry J. Lawler, chairman of the Democratic city committee; Mrs. Colin W. MacDonald, and executive of the party councils, and Charles McGlue, Donahue's predecessor as state chairman, have conducted all the arrangements and Donahue has been completely ignored.

The background for those conducting the reception may be discovered by referring to the appointment by Mayor Curley of Lawler to the municipal law department and of Mrs. MacDonald to the election bureau. Curley is so closely associated with the mayor, it is only natural to assume that their arrangements have his approval and it is known that Curley and Donahue are far from being on terms of intimacy.

WOULD GO AS A PRIVATE

As present, Donahue is not even planning to be among those present. If he changes his mind and goes to the Statler, it will be as a private in the ranks, which is not in keeping with the dignity of the chairman of the state committee. Being human he naturally must resent being shut out with such little ceremony, particularly in view of the organization work in which he has been engaged for the last few months.

Donahue has missed few opportunities to preach the doctrine of the party. He has been embarked on a program of speaking engagements which has taken him into the hinterlands as well as on the high road. Friday night in Boston, he was the chief speaker at a banquet given by the Negro Democrats in the South end. His work in organizing the women voters of the party already has stimulated comment.

On the Republican side there undeniably is strife among the ambitious candidates, but it is restricted chiefly to the contest for the United States Senate. On the Democratic side there is division and treachery among the workers and that gives the Republicans renewed hope that their cycle of ascendency in the state is still running in their favor. Without party unity the Democrats cannot capitalize the opportunity that faces them and they positively lack it.

Discussions with financial and business men as well as members of the legal fraternity have revealed that they are more concerned with the governorship than they are with the senatorship and there is no indication of any desire to overthrow Gov. Allen for Gen. Logan, John F. Fitzgerald or any of the other Democrats mentioned for the nomination.

JUDICIAL POSITIONS

During the next two years there will be a number of important judicial positions to fill on the bench. That situation has been safeguarded recently and it is almost certain to become an issue in the campaign. The character of Gov. Allen's appointments thus far has been sufficiently gratifying to indicate that he is willing to follow his leadership for two more years on that important issue.

Marcus T. Olvidge of Pittsfield is expected presently to put himself formally into the contest for the Democratic nomination for senator and his leap into the contest speedily will be followed by numerous others. Representative Roland D. Sawyer of Ware already has announced, but he lacks the opposition to stage a campaign of the extent of that which will be staged for the various nominations in both parties this year. Only men of wealth apparently will be in the position to place their qualities before the vast majority of the voters.

Finances are highly important in these days of high-powered political fights. If you associate with the politicians, just glance around these days among your acquaintances and take notice of the looks of affluence that suddenly have come to light. Expensive suits of clothes and overcoats, pockets filled with cigars and other signs of affluence are sufficient indication that the elastics at last have been peeled off the bankrolls.

The noiseless campaign already has begun.

OVERTURE TO FITZGERALD

The studied endeavor that has been in progress since early in the year to get Fitzgerald out of the race for Governor took on a new lack during the week. He was sounded out by a delega-

IN CONSTITUTION TO STAY

For one thing Butler and Draper are agreed that the 18th amendment is in the constitution to stay, but that is the only agreement between them. Butler is for enforcement of the Volstead law, because he has endorsed it. As the campaign wears on, Butler will be calling Draper a "nullificationist," and that may get him many votes because there are numerous wet Republicans who will not stand for nullification while the law remains on the statute books.

The legislative contest on the Baby Volstead act will be staged Tuesday and Wednesday. The House will debate the report of the legal affairs committee on the initiative referendum petition bill Tuesday and the Senate will take it apart and put it together again Wednesday.

Speaker Saltonstall hopes to have the House convene at 1 o'clock Tuesday afternoon, one hour ahead of regular schedule, and the discussion will continue until a vote is reached, even if it lasts well into the night. The vote

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Mayor Says Garrett Probe Will Lay Bare White Slavery Here

BOSTON TRAFFIC BAD AS CHICAGO, CURLEY CHARGES

He Speaks at Luncheon of Young Women’s Christian Association

‘RESTITUTION’ OF RITZ GRAFT INQUIRED INTO

Warner to See If Any Men Posed as ‘Collectors’ For Police Heads

Existence of a revolting white slave traffic an extensive proportionately as that of any large city in the country, including Chicago and New York, will probably be revealed in Boston if the lid comes off in the Garrett case,” Mayor James M. Curley predicted yesterday.

"In New York city,” the mayor said, “24,000 girls vanish mysteriously every year—some of them no doubt to a life of infamy. We do not know how many girls disappear into such a life in Boston every year. I wonder if we are going to learn the extent of this ugly trade through the disclosures now being made in the investigations by the attorney-general.”

The mayor thus drew attention to conditions in this city in speaking at a luncheon meeting at the Boston Young Women’s Christian Association. His remarks on white slave conditions here, a matter which is now being looked into by Atty.-Gen. Joseph E. Warner, were among the outstanding developments of the day in the inquiry now being made by Warner into the activities of Oliver B. Garrett, as former leader of the police headquarters: liquor and vice squad.

Mayor Says Boston Has Its Share of White Slave Traffic

Mayor Curley’s statement about a “white slave” traffic in Boston caused a sensation yesterday at the luncheon meeting at the Boston Y. W. C. A. Asked by a reporter to amplify these remarks, he said later:

“If the lid comes off in the Garrett case, there will probably be indicated white slave trade conditions as bad proportionately in Boston as in any other large city. This traffic is probably at its worst in New York and Chicago, but Boston has her share.

“Those who know how far the Garrett case may go in the way of revelations. If the lid does come off, this is one of the things that will probably be brought to light.”

In his address, the mayor touched upon the subject in relation to the service of the Y. W. C. A. in protecting young girls from this danger.

“As long as girls are open to temptation of this sort,” he said, “there is a great need of an organization like yours.”

At another point in his talk Mayor Curley expressed his hope that the health units of the George Robert White fund might be more generously endowed than ever.

“Then,” he added with a smile, “we need not have a fear of the waste and extravagance sometimes caused by a reform administration in the city.”

He paid tribute to the Y. W. C. A., as an example of Boston’s good fortune in its philanthropic individuals and organizations.

Other speakers were the Rev. Dr. Henry Hallam Saunderson, Brighton, and Mrs. Charles Todd Wolfe, executive secretary of the Y. W. C. A. Dr. Saunderson spoke of the idealism and progressiveness that has pervaded Boston ever since the days of Margaret Winthrop, wife of the first Governor of the Massachusetts Bay Colony, and pointed out that it was here that the Y. W. C. A. was founded just after the civil war.

Mrs. Wolfe summarized briefly the work of the organization in the various fields of recreation, instruction and social service.

Mrs. C. Douglas Mercer, president, was chairman of the luncheon.

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WIDENING INVOLVES BIG LAND SEIZURES

3 Acres to Be Taken from Charlesbank Playground

Land seizures in the widening of Charles street, between the dam and Longfellow bridge, will be of considerably greater extent than at first planned, the street lay-out department of the city announced yesterday. Twelve parcels of property for the construction of a traffic circle at Cambridge and Charles street, seven parcels at Leverett and Charles street for another circle, and these acres from the Charles Bank playground will all be taken and the buildings razed to further the developments planned.

Six buildings stand on the acre to be transformed into a traffic and parking circle with a radius of 125 feet at Cambridge street. One of the buildings to be seized and destroyed is an old Colonial home owned by Annie S. Penfield, which was the centre of much social life a half century ago. Other properties to be taken are a modern apartment, an old dwelling house, and the former Evans Hotel.

Six buildings will probably be destroyed in the construction of the Leverett street circle, nearly all modern and occupied tenement houses, and the former Evans Hotel.

To offset the decreased playground space on the Charlesbank, the park department plans to fill in the basin. In addition two small tracts of land at the end of Nashua street will be developed into playgrounds and a small bathing beach.

The sum of $1,000,000 authorized by the Legislature for these improvements will not be exceeded. The plan was authorized during the last days of the Nichols administration, but no appreciable action took place until yesterday.
TELLS CURLEY WHY SHOT AT CONCORD HEARD SO FAR

Descendant of Patriot of 1775 Writes Mayor, “Lexington Let 'Em Go By”

Mayor Curley's official Boston greeting to visitors started the old Lexington-Concord pot boiling again when he placed Lexington as the place where the shot was fired "that was heard round the world." Almost daily he receives some correspondence on the subject. Today he received the following letter from Rev. Linus R. Page of 120 Elm St., North Cambridge:

"Ament your wonderfully gracious and well-written welcome to Boston, and as a descendant of one who carried the flag at Concord Bridge, I must let me say that you are right, and the Concord Post is also right.

"The reason the Concord shot was heard the farthest was that we, taking the pledge from our ancestors in whose glory we bask—stopped 'em there at the bridge; Lexington let 'em go by!"

TO SET OUT 300 CHERRY TREES, GIFT FROM JAPAN

Mayor James M. Curley announced yesterday that on Arbor Day there will be special observances when the Park Department will set out 300 cherry trees, a gift from the Japanese Government.

Chairman William P. Long of the Park Department will have charge of the setting out of the trees in a sheltered spot at Jamaica Pond and the exercises on Arbor Day.

SPECIAL APPROPRIATION ASKED BY MAYOR CURLEY

Because of delay of the Legislature in fixing the Boston tax limit, Mayor Curley today will send to the Council an order asking for a special appropriation for the overhauling of public welfare, the soldiers' relief and the Department of Corrections. Finances in the departments are low, said to be caused by the delay.

Commissioner Rourke Tells of Needs at Hearing

A continued hearing was held today by the Legislative Committee on Municipal Finance on Mayor Curley's bills to borrow funds outside the debt limit for street and other improvements.

Corporation Counsel Samuel Silverman, who has conferred with the Street Commissioners regarding the program for the expenditure of $10,000,000 on streets, was on the first day of the hearing, Feb. 1, with the commissioners, 508 petitioners for permanent paving of unaccepted streets, he said. In Dorchester there were 112 such streets, West Roxbury 156, Brighton 96, Hyde Park 58, South Boston 59, and Roxbury 21. He estimated the cost per street at $10,000 and the total at $5,000,000.

Public Works Commissioner Joseph A. Rourke gave further details as to how the other $5,000,000 would be expended. He told of the great number of accepted streets which are in need of permanent paving and outlined the plans of his department if the legislation is enacted.

Where Money Will Be Spent

Speaking of the provisions of the city's budget for street purposes, the commissioner stated there is an item of $8,000,000, of which $3,500,000 will be spent on streets in the city proper. Of this, $2,000,000 will be spent in Charlestown, $352,000 in East Boston, $691,000 in South Boston, $750,000 in Roxbury, $1,504,800 in Dorchester, $1,108,000 in Brighton, $1,059,000 in West Roxbury and $508,000 in Hyde Park.

"Would $100,000,000 clear up the street problem situation in Boston?" asked Senator Frank W. Osborne of Lynn, chairman of the committee.

"I don't know, I should say between $80,000,000 and $90,000,000," Commissioner Rourke replied.

The commissioner then was asked by Representative John T. Higgins of Boston if he, Rourke, could spend $10,000,000 if it were allotted to the department. Rourke's reply was in the affirmative, and Higgins pointed out that he was under the impression that a $3,500,000 street program would tax to capacity the staff of the Public Works Department.

Would Have to Double Force

Commissioner Rourke then explained, that if the measure were approved it would be necessary to increase by more than double his force in order to carry out the program. At this point counsel Silverman was questioned as to what the city's policy would be next year and whether it would ask the Legislature to sanction another $10,000,000 loan.

The speaker said he could not say what the policy would be but expressed the opinion that the city would not ask the Legislature for a similar amount next year.

Representative Leo M. Birmingham, who, with two other members of the House, introduced one of the pending measures, was recorded in favor of the bill. He said he had been informed that the Commissioner of Public Works would divide equally the appropriation between improvements on unaccepted and accepted streets.

This program, he said, met with his approval.

Representative Frank J. McFarland of Dorchester was also recorded in support of the measure which, as Representative Patrick J. Welch of Hyde Park said, the commissioner of public works would equally divide the appropriation between improvements on unaccepted and accepted streets. This program, he said, met with his approval.

Representative Frank J. McFarland of Dorchester also was recorded in support of the bill, as was Representative Frederick J. Welch of Hyde Park.

DEMOCRATS ON AIR TONIGHT

Radio fans will be able to listen to the speeches and music at the Democratic dinner at the Hotel Statler tonight. The program will be broadcast through station WBZ.

Nineteen mayors are to be honored guests and Henry E. Lawler, head of the Democratic city committee, and Charles H. McClure, head of the Al Smith League of Massachusetts, who are conducting the affair, said they are confident there will be over 2500 in attendance. The former is to be toastmaster.

Included among the singers at the gathering is to be John Shaughnessy, tenor, who is secretary to Mayor Curley. Representative Tadlock of the party from every city and town in the Commonwealth will be on hand, since the occasion will mark the firing of the opening shot of the State campaign.
CURLEY'S $10,000,000 STREET BILL IS BACKED AT HEARING

MAYOR SUBMITS BOSTON BUDGET

MAYOR SUBMITS

Amount Sought Will Prove to Be Ample, Legislative Committee Is Told

Mayor Curley's bill asking for authority to borrow $10,000,000 outside the debt limit for street improvements was vigorously advocated at a legislative hearing today in the Gardner Auditorium, State House, by Corporation Counsel Samuel Silverman and Public Works Commissioner Joseph A. Rourke.

Silverman said that on February 1 the board of street commissioners had on file 502 petitions for permanent paving of the same number of unaccepted streets.

Of these he said 112 were in Dorchester, 156 in West Roxbury, 55 in Brighton, 35 in Hyde Park, 17 in East Boston and 21 in Roxbury. Asked if the estimates might not later be increased as a result of necessary work other than paving, Silverman declared that the estimate of $10,000,000 will be ample.

Commissioner Rourke corroborated Silverman's statement. He said there is an item in the budget of $8,000,000 of which $5,000,000 will be spent on streets in the city proper, $2,500,000 in Charlestown, $500,000 in South Boston, $500,000 in Dorchester, $1,109,000 in Brighton, $1,500,000 in West Roxbury, and $300,000 in Hyde Park.

"Would $100,000,000 clear up the street problem situation in Boston?" asked Senator Frank W. Osborne of Lynn, chairman of the committee.

Commissioner Rourke replied that he thought it would take between $80,000,000 and $100,000,000. The commissioner said that if the $10,000,000 bill is approved, it will mean doubling his force of city workers.

Silverman was asked if the mayor would ask for another $10,000,000 next year if this were approved. He replied that he could not say what the policy would be, but was of the opinion that the city would not ask for a like amount.

Silverman opened today's hearing. He said he had conferred with the board of street commissioners regarding the contemplated program and was informed that there are on file as of Feb. 1, 502 petitions for the permanent paving of 502 unaccepted streets. He estimated the cost per street at $10,000 and the total for this phase of construction $5,000,000. Silverman was questioned at length regarding the possibility of his estimates being increased as a result of necessary work other than paving. His reply to these questions was that he was of the impression that the estimate of $10,000,000 would be ample.

Mayor Curley Tells Legislature How Money, if Voted, Will Be Spent

Details as to how the money will be spent if the Legislature grants Mayor Curley's petition to borrow $10,000,000 for street improvements were given today to the legislative committee on municipal finance.

The sections of the street together with the number of pending petitions for paving of unaccepted streets and the proposed expenditure of $8,000,000 or streets which is in the annual budget follow:

- **Boston proper**: $590,000
- **Dorchester**: $1,084,000
- **West Roxbury**: $1,500,000
- **Brighton**: $1,108,000
- **Hyde Park**: $508,000
- **South Boston**: $881,000
- **East Boston**: $532,000
- **Roxbury**: $758,000
- **Charlestown**: $528,000

The details were given the committee today by Samuel Silverman, corporation counsel; and Joseph A. Rourke, public works commissioner.

OUTLINES PLANS

Silverman opened today's hearing. He said he had conferred with the board of street commissioners regarding the contemplated program and was informed that there were on file as of Feb. 1, 502 petitions for the permanent paving of 502 unaccepted streets.

He estimated the cost per street at $10,000 and the total for this phase of construction $5,000,000. Silverman was questioned at length regarding the possibility of his estimates being increased as a result of necessary work other than paving. His reply to these questions was that he was of the impression that the estimate of $10,000,000 would be ample.

Appropriations Require $14.50 Assessment in Fixing Tax Rate

Mayor Curley's budget, submitted to the city council, today, disclosed that he had recommended appropriations for departmental maintenance and fixed municipal charges which will require an assessment of $14.50 per $1000 of valuation in the determination of the 1930 tax rate.

This amount is $1.50 less than the $16 maximum fixed by the Legislature and is 25 cents less than the mayor believed would be necessary before he began to prune what department heads asserted were their minimum financial needs.

In connection with the submission of the budget, the mayor asked the council to make emergency appropriations for the departments of public welfare, soldiers' relief and penal institutions. The appropriations made in January for these departments have been exhausted and the demands upon the public welfare and soldiers' relief departments have been so heavy that they are considered one of the serious burdens of the administrative year.

Public Works Commissioner Rourke was the only other speaker. He corroborated Silverman's statements regarding unaccepted streets and gave the committee further details of how the other $5,000,000 would be spent.

The commissioner told of the great number of accepted streets which are in need of permanent paving and outlined in detail how his department would do if the Legislature passed the pending measure.

WORLD DOUBLE FORCE

The commissioner was asked by Representative John P. Higgins of Boston if he, Rourke, could spend $10,000,000 if it were allotted to the department. Rourke's reply was in the affirmative, and Higgins pointed out that he was under the impression that a $5,000,000 street program would tax to capacity the staff of the public works department.

Commissioner Rourke then explained that if the measure were approved it would be necessary to meet the double force in order to carry out the program.

Representative Leo M. Birmingham, who with two other members of the House, introduced one of the pending measures, was regarded in favor of the bill. He said he had been informed
Mayor Signs to Widen Charles Street

WILL START WORK BY MAY DAY

$1,000,000 Project Involves Land and Building Takings of $655,809

Steam shovels will be at work on the $1,000,000 Charles St. widening within 30 days, Mayor Curley announced today, after approving land and building damages recommended by the street commissioners amount to $655,809.

The pen with which he signed the papers he sent to Henry I. Harriman, president of the Chamber of Commerce and "father" of the improvement.

Property valued at $60,000 will be taken from Charles St. jail, including the padded-cell building, and to compensate for this the city will permit a new structure on the site of the city stables at Fruit and North Grove sts.

Others changes eventually will be made on North Grove at., where the city has yards, mortuary and other properties.

The Eye and Ear Infirmary at Charles and Fruit sts. will give up property valued at $54,588. The largest taking is from Henry M. Williams and Elliott Henderson, trustees, $140,000.

Papers were to be filed at the Registry of Deeds late today, and the public works commissioner will be notified tomorrow to proceed with plans. Charles St., as previously announced, will be widened from Cambridge at., to Leverett at., between the Longfellow and Craigie bridges, with a traffic circle at each bridge, altogether one of the most extensive improvements in years.

DAMAGES FOR WIDENING

Charles-St Job to Involve $655,809, Curley Says

The Charles-st widening which is expected to be started within 30 days will involve land and building damages of $655,809 and will include 26 parcels of land and 13 buildings. The city stable, which has been complained of for a long time, next door to the Massachusetts General Hospital, will be wiped out, as well as the morgue on North Grove at.

Part of the brick wall as well as the padded cell section of the Charles-St Jail will also come down. The padded cell section has been a busy place, said Mayor Curley today, since prohibition. Sheriff Keilher will receive part of the City Yards for a new padded cell building as well as a workshop.

A new location will be found for the City Yards and the hospital will use the site of the old stable for a home for doctors. Mayor Curley will attempt to make some sort of a trade with the hospital trustees for land owned elsewhere by the hospital.

The widening between Charles and Leverett st. costing $1,000,000 will result in the creation of two traffic circles, one at Cambridge and Charles st. and the other at junction of Charles, Nashua and Leverett st.

A direct traffic route connecting Charles st. at Poplar at. and Embankment road will result from the proposed underpass. The underpass may not be completed for two years because the filling to be used in places requires a year for settling.

The pen with which Mayor Curley signed the order for the Charles-st widening was today sent to Pres. Henry I. Harriman of the Boston Chamber of Commerce, formed by the Mayor, "the father of an improvement that should serve as a permanent commitment to the convenience of the public and the aesthetic development of a most interesting section of Boston.

SCHOOL COMMITTEE TO BATTLE FIN COM

To Take up Whole Matter of Vocational Classes

Forecasting a willingness to battle with the Boston finance commission, the school committee will take up the whole matter of vocational classes in the school system, with the intention of obtaining data on which to base action before the commission can release a report on this phase of its investigation of school expenditures.

Union men of various trades have protested to the board of apportionment against the increase in the size of classes on several occasions. Failing to obtain action, several unionists have carried their complaints to members of the committee and have been received with sympathy.

An attack on Asst. Supt. John C. Brodhead, who is considered the board expert on such classes, is seen in the scheduling of vocational classes for the school committee conference tonight.

The school committee has to rely on the apportionment board for advice, and the board depends upon Asst. Supt. Brodhead for counsel in vocational matters. He was contact man between the board and the old schoolhouse commission, which was legislated out of existence.

Either Patrick F. Campbell, recently appointed an assistant superintendent, or Arthur Gold, an assistant superintendent who was a member of the school committee's survey committee, will be elected to the post of superintendent of schools, if the incumbent, Jeremiah E. Burke, is not reappointed, it was learned yesterday.

Despite reports to the contrary, Dr. Burke will not resign his position even if he is reappointed, it was reliably reported yesterday that other friends urged him, in view of his health, to resign even if again chosen. It was reliably reported yesterday that other friends want him to remain.

The whole strength of Mayor Curley, who recently came out in favor of Dr. Burke, may be needed to obtain his reappointment. The committee is divided, two for and two against him, with one member still considering.
Start $1000,000 Street Widening Within 30 Days

Traffic Circles at Cambridge and Charles Streets and Charles and Leverett Streets Feature Big West End Improvement

Within 30 days Mayor Curley announced today, work will be started upon the $1,000,000 project of widening Charles street between Cambridge and Leverett streets and the creation of traffic circles at Cambridge and Charles streets and at the juncture of Charles, Nashua and Leverett streets.

UNDERPASS COMING LATER
The proposed underground which will afford a direct traffic route connecting Charles street at Poplar street and Embankment road and which will pass beneath the second span of Longfellow bridge will probably not be built for two years.

BIG LAND TAKING
Land and property takings, which the street commission has decided are necessary for the construction of the traffic circles, aggregate 26 pieces of land and 13 buildings which will be taken in their entirety or in sections of various sizes.

MASSACHUSETTS GENERAL HOSPITAL
Today officials of the Massachusetts General Hospital asked Mayor Curley to abandon the North Grove street city yard. Objection was raised because of the flies during the summer months which are a source of bother in the hospital.

Burke Will Not Resign School Post

Superintendent of Schools Jeremiah E. Burke has no intention of resigning his post. This was his statement today in response to a newspaper story of Sunday that, on account of his health, he might decide to quit.

His Re-election Will Be Taken Up Tonight, but Without Definite Action

With the 1930 budget ready for submission to the City Council, Mayor Curley today revealed that city departments will require $14.50 per $1000 of valuation for expenses. This figure is $1.50 less than the tax limit of $16 allowed by the Legislature.

In making this announcement the mayor once more criticized State control and expressed the hope that Boston will some day be independent of the present supervision.
CITE NEED OF MUNICIPAL HANGAR

By GEORGE HAMBLIN

The Boston Municipal Airport needs a hangar built and operated by the city, if the present more or less muddled state of the private operator is to be straightened out.

This is the opinion of several of the small commercial operators, who, as their week's pay through flying an occasional passenger, or taking a student for instruction.

With the present day crop of large commercial airplane operators, the fate of the little fellow has been more or less in doubt.

In and around Boston are several "little fellows" who eke their precarious living from flying passengers and giving a limited amount of student instruction. These "little fellows" are gradually going to other locations, or are giving up the ghost.

When the Boston airport was taken over by the city and plots of ground leased to four companies, the fate of the individual operator hung in the balance. Each owner of a plane was obligated to store it in one of the four commercial hangars and the ward went around that only certain firms were to be allowed to operate commercially.

These chosen few were boys who have been flying for years on the airport, in some cases since the airport was built seven years ago, and they naturally had a following. The matter has not as yet been straightened satisfactorily, and it is the general opinion that a municipal hangar is needed on the airport. Such a hangar could be used to house these independent boys and they could be allowed to operate from that point without stepping on anyone's toes.

With the present layout of hangars, a space would be hard to find, but the need of one is apparent.

"Every municipal airport I've ever heard of has a hangar owned by the city and Boston should not be the only one not to have such an accommodation," Tom Crox, the veteran commercial flying man on the airport, having flown there since the port opened.
PLANS NEARLY DONE

Plans for the widening are rapidly nearing completion, Chairman Thomas J. Harney of the Street Commission announced yesterday. The traffic circle at Cambridge and Charles streets at the end of Longfellow bridge will sweep away a dozen parcels of real estate and six buildings, including the corner building of the Suffolk County Jail, now used for narcotic addicts.

The traffic circle will be 25 feet in diameter at this point and will enclose the five Boston Elevated piers which are often the cause of confusion. This will call for the removal of the old Penfield homestead, a beautiful specimen of colonial architecture, erected in 1809, at Charles street and Silver place. The two adjoining buildings on Charles street will have to be razed, as well as the old Evans hotel, at Cambridge and Charles, and the structure next to it on Cambridge street, now owned by St. Francis Xavier college of Antigonish, N. S., through a request.

Among the lots to be taken is the tennis court and lawn of the Massachusetts Eye and Ear Infirmary nurses' home and Charles street and Embankment road. The traffic circle will sweep across the lawn and almost reach the building.

Embarkment road will be connected with Charles street at Fruit street by means of an underpass beneath the second arch of the Longfellow bridge. Then Charles street itself will be widened to a width of 125 feet by cutting off the present Charlesbank gymnasium and playground.

At Charles and Leverett streets, seven tenement houses will be razed to make way for the traffic circle at the end of the Charles River dam bridge for the direction of traffic on the Northern avenue. Nashua street extension and Charles street routes, which converge at this point.

For the land which will be taken from the Charlesbank park, three times as much will be added by filling in along the shores of the Charles River to a width of 300 feet, from the Longfellow bridges to Poplar street.

WILL TAKE 13 HOUSES TO WIDEN CHARLES ST

Definite steps toward the long-considered widening of Charles at between the dam and Longfellow Bridge, at a probable cost of $1,000,000, are revealed with the announcement that 13 buildings, one an old Colonial mansion, will be taken under right of eminent domain.

The city will not only take about three acres from the Charlesbank Playground to make Charles at 125 feet wide, but also 12 parcels of property at the corner of Cambridge and Charles st for the construction of traffic circle, and seven parcels at the corner of Charles and Leverett st for another circle.

The Cambridge-st circle will have a radius of 122 1/2 feet, including five piers which support the Elevated structure, and providing space for automobile parking. If such is to be allowed for visitors to the Charlesbank Jail and Massachusetts General Hospital nearby.

Of the 12 parcels of land in this area, there are buildings on six. One of the structures to be destroyed is the old mansion of the Penfield family, a beautiful example of Colonial architecture erected in 1809, and at present owned by Annie S. Penfield. The house stands at the corner of Charles st and Silver pl. It was a center of much social life two generations ago.

There are two properties on Charles st, one an old mansion and the other an old-time dwelling. At the corner of Charles and Cambridge st there is a building once known as the Evans hotel, and this, as well as an adjoining building, will be razed to make way for the traffic circle.

Mayor Curley has been declared to be correct in the quotation in the Tercentenary greeting at the "shot heard around the world" was fired on Lexington Green.

The mayor had previously declared that regardless of the claims that the shot was fired at Concord bridge, he intended to stand pat on Lexington. Yesterday the Lexington tercentenary committee offered him reinforcements if he should need assistance, of which doubt was expressed, to support his claim. Chairman Harold B. Lamont wrote:

The people of Lexington were shot at to prove that the mayor of Boston is a keen student of local history.

It has been said among us that the people of Lexington were ready for battle in 1775 and ever since.

We doubt whether you need any reinforcements in the stand that you have taken that the Revolutionary war began on the Battle Green at Lexington, if you do not hesitate to call on me and sufficient and convincing proof will be submitted on short notice.

I might add, however, that this argument over Lexington and Concord is nothing new and by mutual consent of Lexington and Concord, it was allowed to sleep a number of years ago as the only results obtained were anything but constructive.
NEW BOILER PLANT JOB  
"RECKLESS"

Fin. Com. Engineer Raps Former Administration

Installation of the new boiler plant at the Long Island Hospital at a cost of $179,149 was characterized as "reckless and unnecessary" by Engineer Guy C. Emerson of the Finance Commission, in a report of his investigation of the recent failure of the new boilers, released yesterday by Mayor Curley.

HITS NICHOLS' REGIME

The report accused the last administration at City Hall of "vacillating and dilatory methods" in providing the plant which was installed in the new nurses' home and after the radiators had been attached to the ceilings, another contract of $175,000 was awarded which provided for removing the radiators from the ceilings and placing them on the walls.

He declared that there was no reason for replacing the central heating and power plant as the old boilers had been inspected and approved by State officials. Yet, he reported, a contract was awarded on June 15, for the installation of four new return tubular boilers to the lowest of three bidders.

Two Boilers Instead of Four

But 10 days after the contract was signed, it was changed so that only two new boilers were to be put in instead of four, although the price of the contract remained at $68,300 by the contractor supplying meters, gauges and other boiler equipment, not called for in the original contract, Engineer Emerson stated.

"Work upon this contract was apparently completed in November, 1929, and the city received two boilers with coal burning equipment instead of four boilers, as originally contemplated," stated the report.

Then, on Dec. 12, 1929, the same contractor was given without competition a contract of $4,000 more to install three additional boilers and $6,143 extra for three steam, turbine driven coal pulverizing units. On Oct. 24, 1929, it stated the report.

"The result of the third contract was to remove the three boilers from use during the coldest part of the winter and to place the entire duty of furnishing heat and power upon the two new boilers already installed. This duty required that the boilers operate at several times their rated capacity," charged the Finance Commission engineer.

He charged that the boilers then developed leaks and that although State Inspector John B. Kearney ordered them discontinued, his orders were not observed.

He recalled the reports of the State inspector and also of Professor Edward F. Miller and Major A. S. Smith of Tech, which found that the leaks in the boilers were caused by oil getting into the water in the boilers.

MAYOR LAUDS Y. W. FOR CARE OF GIRLS

In Address, Refers Briefly to Garrett Inquiry

Complimenting the Young Women's Christian Association on its work in caring for country girls on their arrival in the city, Mayor James M. Curley yesterday addressed an educational meeting sponsored by the Y. W. C. A. directors.

The Mayor pointed out that New York city reports disappearances of girls there at the rate of 24,000 a year. The Mayor said that he does not know whether the figures for Boston, but wonders "if we will learn from the disclosures in the hearing now being conducted at the State House." He added that Boston has the largest police force in the world both per capita and for each acre of territory.

Others speakers were Rev. Dr. Henry Hallam Saunderson, minister of First Parish Church, Brighton, and Mrs. Charles Todd Wolfe, executive secretary of the Boston Y. W. C. A. Mrs. C. Douglas Mercer presided.

NOT TO MOVE STATUE OF EDWARD EVERETT

The Art Commission of the city of Boston, in a communication to Mayor Curley yesterday, declared that the commission sees no aesthetic or sentimental reason for the removal of the Edward Everett statue in Dorchester. If it can be shown that the statue is a menace to traffic, the Art Commission said the statue could be moved anywhere in the city.

Chairman J. Harleston Parker's letter to Mayor Curley says:

"Complying with your request, members of the Arts Commission in company Mr. Long of the Park Department inspected the site proposed for the removal of the Edward Everett statue, namely the site of the First Dorchester Schoolhouse. We have come to the conclusion that this site is inadquate and should not be considered on account of its surroundings and background.

"Referring to the general question of the removal of the Edward Everett statue, the Arts Commission sees no aesthetic or sentimental reasons for its removal from the square which bears its name."

"At the time this statue was placed in its present location, the various authorities were consulted and their general approval obtained. Also some years ago this question was thoroughly investigated from all points of view, the Police Department, Boston Elevated and the Upahms Corner Improvement Association taking part in the discussion.

"If it can be shown conclusively that the statue is a serious menace to traffic and that the safety of the public absolutely necessitates its removal, this commission will gladly cooperate in endeavoring to find a suitable site for it. Should it be removed from the square which bears its name, it seems to us that its location in the neighborhood is not obligatory, unless an excellent site can be found, but that it might be placed in any part of the city where it would enhance the appearance of the surroundings."

Mr. John J. Marsh, former president of the exchange and recently appointed Park Commissioner of the City of Boston, will act as toastmaster.

Reservations have started coming into the exchange from the members and this ought to be an added inducement for others to attend.
MAYOR SAYS GARRETT PROBE WILL LAY BARE WHITE SLAVERY HERB

BOSTON TRAFFIC BAD AS CHICAGO, CURLEY CHARGES

He Speaks at Luncheon of Young Women's Christian Association

'RESTITUTION' OF RITZ GRAFT INQUIRED INTO

Warner to See If Any Men Posed as "Collectors" For Police Heads

WIDENING INVOLVES BIG LAND SEIZURES

3 Acres to Be Taken from Charlesbank Playground

CAUSES SENSATION

Mayor Says Boston Has Its Share of White Slave Traffic

Mayor Curley's statement about a "white slave" traffic in Boston caused a sensation yesterday at the luncheon meeting at the Boston Y. W. C. A.

Asked by a reporter to amplify these remarks, he said later:

"If the lid comes off in the Garrett case, there will probably be indicated white slave trade conditions as bad proportionately in Boston as in any other large city. This traffic is probably at its worst in New York and Chicago, but Boston has her share."

"No one knows how far the Garrett case may go in the way of revelations. If the lid does come off, this is one of the things that will probably be brought to light."

In his address, the mayor touched upon the subject in relation to the service of the Y. W. C. A. in protecting young girls from this danger.

"As long as girls are open to temptation of this sort," he said, "there is great need of an organization like yours."

At another point in his talk Mayor Curley expressed his hope that the health units of the George Robert White fund might be more generously endowed than ever.

"Then," he added with a smile, "we need have no fear of the waste and extravagance sometimes caused by a reform administration in the city."

He paid tribute to the Y. W. C. A. as an example of Boston's good fortune in its philanthropic individuals and organizations.

Other speakers were the Rev. Dr. Henry Halman Sauderson, Brighton, and Mrs. Charles Todd Wolfe, executive secretary of the Y. W. C. A. Dr. Sauderson spoke of the idealism and progressiveness that has pervaded Boston ever since the days of Margaret Winthrop, wife of the first Governor of the Massachusetts Bay Colony, and pointed out that it was here that the Y. W. C. A. was founded just after the civil war. Mrs. Wolfe summarized briefly the work of the organization in the various fields of recreation, instruction and social service.

Mrs. C. Douglas Mercer, president, was chairman of the luncheon. A group of well known women, headed by Mrs. Langdon Frothingham of 476 Beacon street, served as hostesses.

WIDENING INVOLVES

BIG LAND SEIZURES

3 Acres to Be Taken from Charlesbank Playground

Land seizures in the widening of Charles street, between the dam and Longfellow bridge, will be of considerable greater extent than at first planned. The street lay-out department of the city announced yesterday. Twelve parcels of property for the construction of a traffic circle at Cambridge and Charles street, seven parcels at Leverett and Charles street for another circle, and three acres from the Charles Bank playground will all be taken and the buildings razed to further the developments planned.

Six buildings stand on the acre to be transformed into a traffic and parking circle with a radius of 142 feet at Cambridge street. One of the buildings to be seized and destroyed is an old Colonial home owned by Annie S. Penfield, which was the center of much social life a half century ago. Other properties to be taken are a modern apartment, an old dwelling house, and the former Evans Hotel.

Six buildings will probably be destroyed in the construction of the Leverett street circle, nearly all modern and occupied tenement houses.

To offset the decreased playing space on the Charlesbank, the park commission plans to fill in the basin. In addition two small tracts of land at the end of Nashua street will be developed into playgrounds and a small bathing beach.

The sum of $1,000,000 authorized by the Legislature for these improvements will not be exceeded. The plan was authorized during the last days of the Nichols administration, but no appreciable action took place until yesterday.
DEMOCRATIC DIVISIONS COME TO RAISE REPUBLICAN HOPES, LIKE DAWN AFTER DARKNESS

By W. E. Mullins

A few weeks ago signals of distress were flying from the mast of the Republican ship of state. The political outlook was disheartening and depressing. Mutterings of revolt against the bona fide stand of the party leaders were increasing to a crescendo. The unemployment situation was becoming alarming. Party strife was being fomented by fears of what former Gov. Follmer might do. All that was the darkness that precedes the dawn.

The Republicans still have their greatest asset, the Massachusetts, the Democratic party. An open rupture in the ranks of the minority party reaches a climax tomorrow night when the faction dominated by Mayor Curley moves into a position of prominence at the Hotel Statler with a banquet to the state's Democratic mayors, at which more than 3000 guests are expected to break bread.

Frank J. Donahue, the chairman of the Democratic state committee, has been openly affronted. Henry J. Lawler, chairman of the Democratic city committee; Mrs. Colin W. MacDonald, an executive in the party councils, and Charles McClure, Donahue's predecessor as state chairman, have conducted all the arrangements, and Donahue has been completely ignored.

The background for those conducting the reception may be discovered by referring to the appointment by Mayor Curley of Lawler to the municipal law department and of Mrs. MacDonald to the election commission. Being so closely associated with the mayor, it is only natural to assume that their appointments have his approval and it is known that Curley and Donahue are far from being on terms of intimacy.

WOULD GO AS A PRIVATE

At present Donahue is not even planning to be among those present. If he changes his mind and goes to the Statler, it will be as a private in the ranks, for he is not in keeping with the dignity of the chairman of the state committee. Being human he naturally must resist being shut out with such little ceremony, particularly in view of the organization work in which he has been engaged for the last few months.

Donahue has missed few opportunities to preach the doctrine of the party. He has been embarked on a program of speaking engagements which has taken him into the hinterlands as well as on the beaten paths. Friday night, for instance, he was the chief speaker at a banquet given by the Negro Democrats in the South end. His work in organizing the women voters of the party already has stimulated comment.

On the Republican side there undoubtedly is strife among the ambitious candidates, but it is restricted chiefly to the contest for the United States Senate. On the Democratic side there is disunion and treachery among the workers and that gives the Republicans renewed hope that their cycle of ascendancy in the state is still running in their favor. Without party unity the Democrats cannot capitalize the opportunity that faces them and they positively lack it.

Discussions with financial and business men as well as members of the legal fraternity have revealed that they are more concerned with the governorship than with the senatorial seat and there is no indication of any desire to overthrow Gov. Allen for Gen. Logan, John F. Fitzgerald or any of the other Democrats mentioned for the nomination.

JUDICIAL POSITIONS

During the next two years there will be a number of important judicial positions to fill on the bench. That situation has been surveyed recently and it is almost certain to become an issue in the campaign. The character of Gov. Allen's appointments thus far has been sufficiently gratifying to indicate that the aspirants for the state prefer to follow his leadership for two more years on that important issue.

Marcus A. Coolidge of Fitchburg is expected presently to put himself formally into the contest for the Democratic nomination for senator and his leap into the contest speedily will be followed by numerous others. Representative Roland D. Sawyer of Ware already has announced, but he lacks the finances to wage a campaign of the extent of that which will be staged for the various nominations in both parties this year. Only men of wealth apparently will be in the position to place their qualities before the vast majority of the voters.

Finances are highly important in these days of high-powered political fights. If you associate with the politicians, just glance around these days among your acquaintances and take notice of the looks of affluence that suddenly have come to light. Expensive suits of clothes and overcoats, pockets filled with cigars and other signs of affluence are sufficient indication that the elastics at last have been peeled off the bankrolls. The noiseless campaign already has been begun.

OVERTURE TO FITZGERALD

The studied endeavor that has been in progress since early in the year to get Fitzgerald out of the race for Governor took on a new tack during the week. He was sounded out by a delegation concerning the possibility of running in a combination which had him the candidate for senator, former Mayor Peters the candidate for Governor and John F. Malley the candidate for Lieutenant-Governor.

It was pointed out that Malley was a representative of the western section of the state, being a native of Springfield, but as the former leader of the Elks Club he has been a resident of Boston; and Brookline for the last 15 years it was difficult to make him out a western Massachusetts Democrat to Fitzgerald.

As a matter of fact, when John F. discovered that he was given the place on the ticket as senator he spurned the suggestion. He wants to be Governor or he will remain on the sidelines. He clearly indicated that he has no desire to transfer his place of residence to Washington. It's Beacon Hill and the golden dome or Dorchester for him.

Both William M. Butler and Eben S. Draper came through the week with increasing admiration stored up for them, regardless of whether their positions were strengthened. It is easy to have admiration for a candidate and yet be unwilling to vote for him. Draper definitely turned his back on the dry phalanx in the party by the militant stand he took on prohibition, but his frankness in drifting is clearly and openly made friends for him.

Butler, on the other hand, demonstrated that he will conduct a militant campaign by the forceful manner in which he criticized Draper's wet platform. In the past Butler has been accused of being too timid in making his fight. Indications now are that it is his intention to be a true fighter and everyone loves a fighter.

IN CONSTITUTION TO STAY

For one thing Butler and Draper are agreed that the 18th amendment in its present form to stay, but that is the only agreement between them. Butler is for enforcement of the Volstead law, because he has endorsed it. As the campaign wears on, Butler will be calling Draper a "nullificationist," and that may get him many votes because there are numerous wet Republicans who will not stand for nullification while the law remains on the statute books.

The legislative contest on the Baby Volstead act will be staged Tuesday and Wednesday. The House will debate the report of the legal affairs committee on the initiative referendum petition bill Tuesday and the Senate will take it apart and put it together again Wednesday.

Speaker Saltonstall hopes to have the House convene at 1 o'clock Tuesday afternoon, one hour ahead of regular schedule, and the discussion will continue until a vote is reached even if it lasts well into the night. The vote
CHARLES STREET PLAN

Few persons question the need of widening Charles street between Cambridge and Leverett, or the advisability of constructing traffic circles to relieve the present congestion at the junctions of Charles and Cambridge and of Charles and Leverett, particularly at the former. Charles street, since the widening of that part between Beacon and Cambridge, some ten years ago, has become one of the principal thoroughfares of Boston, being the link between the city's centre and the Northern Artery and, with the recent extension of Nashua street, supplying the most direct route from the Back Bay to the North Station. That the section of Charles street in the vicinity of the Massachusetts General Hospital is pitifully inadequate to meet this increased traffic is obvious to any one forced to drive over it.

The announcement by the city Saturday of the amount of private property considered necessary to take in order to build the two traffic circles comes, however, as a shock. Proponents of the project had believed that little condemnation of private property would be required since the greater part of the work would be done on the Charlesbank side of the street, already publicly owned land. The Legislature, in Chapter 371, Acts of 1929, authorized the city to borrow $1,000,000 outside the debt limit to carry out the project, including the taking of private land. It is to be hoped that the nineteen parcels of property can be bought and the work of construction completed for a total sum within that figure. Mayor Curley and Chairman Goodwin of the Finance Commission may be trusted to guard against extravagance.

Gossip of the Town

Aviation history may never get very excited about it, but two distinguished Bostonians will always get a great personal kick out of the story of how a five-pound pot of Boston baked beans travelled by air the other day from Boston to New York.

The beans came from a certain downtown restaurant. They were especially packed. A secretary of the dining room department rushed them by taxi from a restaurant in Hoboken at a given hour and that the beans must be aboard that ship before she pulled out. And before the rope to take up his duties aboard.

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Three Birds with One Stone

The authorities and citizens of the city of Lynn are to be congratulated upon having evolved a project for mitigating unemployment, which also promises a financial return as a direct result of the work of the men employed upon it. Acting upon a suggestion of Mayor Fred J. Manning, who desires to do all in his power to relieve the unemployed, the park department is taking steps to create a fund of $9,000, with which to construct a public golf course. Some weeks ago, Rev. Francis Maley, pastor of St. Joseph's Church, placed $100 in a Lynn bank as a nucleus for an unemployment fund, and around this, perhaps, the money to be collected for this worthy enterprise may cluster. As the work will be done with private funds, civil service requirements will be waived, and the needy will be set to work as soon as the success of the project can be demonstrated.

We call it a "worthy" project for three reasons: that it will provide employment, that it will add to the health and pleasure of the patrons of the course, and that it will pay cash dividends to the city, or whoever becomes the ultimate owner.

The program will be conducted by the park department, and the receipts from the course will pay all expenses. The receipts will be distributed as interest, and we trust that the $9,000 will be forthcoming right away.

MUSICIANS ASK CONVENTION AID

Representatives of the Boston Musicians' Union, state called upon Mayor Curley today to request financial assistance to meet the expenses of the convention of the National Musicians' Union, to be held in Boston in June, and they are full of encouragement for projects of this kind, for it is, we believe, the unanimous experience that well-conducted public golf courses are paying ventures.

Golf was introduced into Franklin Park in 1904 by William Campbell, a famous Scotch professional, who was given the concession for a nine-hole course. The fee was fifteen cents a round, or twenty-five cents for two rounds, and Campbell was allowed also to give lessons. In 1909 the park department took over the course and made it what is believed to be the first free golf course in America. Six holes for beginners were added in 1901, and in 1923, the course having been enlarged to eighteen holes, a new arrangement was instituted whereby each player paid a nominal fee of $10 for the use of the course for one year. Lockers are rented for $3 a year. One or two concessions are granted, including one for lessons and the sale of accessories, but none having to do with the playing of the game.

The results have borne out the prediction of Mr. Long and his associates that the new policy would pay. The revenue from golf permits and use of locker has increased from $19,683 in 1923 to $30,094 in 1929. The registered attendance in the last four years has increased from 53,034 to 61,237. The registered increase in annual permits in 1929, and

Japan Sends Cherry Trees as Memorial

Boston will soon receive three hundred cherry trees as a tercentenary memorial. Mayor Curley has been informed of the gift by the Japanese Society of Boston, of which he is an honorary member, and has decided that the trees shall be planted on Arbor Day, April 26, with fitting ceremonies.

The mayor also informed Mr. Tupper that it had been a great pleasure to extend invitations to the Japanese ambassador, the Japanese consul general, members of the Japanese societies and officials representing the United States Government, the State and the city of Boston, to participate in the exercises incident to the tree planting. The Japanese Education Association's representatives arrived in Boston Sunday, Nov. 10, on the steamship Laconia. They were making a tour of the world. While in Boston they visited Harvard, Technology, Northeastern University, the Museum of Fine Arts and various public libraries, besides schools in Cambridge and Boston. A dinner was given them at the Copley-Plaza by the Japanese Community Association.

Cherry trees have been presented by the Japanese Government to Washington, where they are now in full bloom on West Potomac Park, Philadelphia and Seattle. The Mayor of Boston is the first by a private organization in Japan.
DEMOCRATS IN VICTORY OUTBURST

Harmony, Optimism Is Keynote of Great Party Dinner

Leaders of Party Call for United Front to Win State

More than 1700 men and women, comprising one of the largest meetings ever held in a Boston hotel, gathered in the Hotel Statler last night to inaugurate an organization drive to place Massachusetts safely in the Democratic column in November. They heard optimistic speeches from leaders of the party, predictions of a Democratic sweep and cheered plans which the leaders expect will bring city and county offices into the Democratic lists in the fall.

OPTIMISM KEYNOTE

There was no end of optimism expressed by a long line of speakers, who kept the enthusiasm at a high pitch until long after midnight. The voices of party leaders, carried to all parts of the spacious ballroom and foyer, were also sent out to other thousands by radio. Officially, the occasion was "Mayor's Night." When the 19 Democratic Mayors of the State were honored. Due to pressure of official business, most of the Mayors were unable to be present, but messages of reassurance were sent by them.

In line with the keynote of harmony, all the speakers refrained from naming candidates or promoting the candidacy of any particular members of the party, and all took pains to assure the crowd that the party was never working so harmoniously. The subjects under discussion included the Garrett case, responsibility for which was laid to Republican leaders and the unemployment situation, which was characterized as the chief issue before the people of the State in the fall election. Chairman Henry E. Lawler of the Democratic City Committee stressed the gathering by his declaration that he would be opposed to any wealthy candidates in the primaries bringing large sums of money into Boston to obtain a nomination on the State ticket.

FITZGERALD BLAMES ALLEN

Responsibility for the latter condition in this State was attributed to "the billtering policy," according to Mayor John F. Fitzgerald. "Governor Allen has shown no qualities of leadership that have characterized great men," Mr. Fitzgerald said. "He has made no attempt to get to the bottom of the thing, nor to learn why industry in this State is throwing men and women of 45 onto the scrap heap. During the past two months, the city has spent three times as much to relieve victims of unemployment as is ordinarily spent in a year. All the Governor has done year, it is to write a few letters. That is the issue for the fall."

PRAISES CURLY

Continuing Mr. Fitzgerald said: "The inefficiency in conducting business at the State House is clearly indicated by the spectacle of a responsible banking official in Northampton, hometown of former President Coolidge, stealing $250,000. That is not good management. "Mass production under Republican business methods has thrown men more out of work. His 46 years' service to the city does not bother the Republican party, its leaders are concerned only with dividends. The human side of the situation is forgotten by them in their greed for gold. "We have the spectacle in Washington of Senator Walsh fighting alone to uphold Massachusetts industries, Where was Gillett? He was vacationing in the South? Where was that party responsibility the Republicans have boasted of so frequently? The party is charged with the responsibility of Gillett's failure to help in the tariff fight. Why did he not resign, if he is incapable, and let the Governor appoint someone to fill his place who could help Walsh. That's party responsibility for you. "Curley has done more than all the Republican mayors Boston ever has had to make the city progressive and prosperous. He is proud of Democrats like Walsh and Curley. Let the Republicans in Massachusetts name two of their men to compare with them. They have none."

Mayor Curley, unable to be present, sent a message through Corporation Counsel Samuel Silverman, in which he predicted the issues would be "the four B's," Borah, Brookhart, bread and beer. The Mayor said that the Republican party would be on the defensive from the start "and will be confronted with the task of endeavoring to disclaim responsibility for industrial unrest and industrial depressions. "They are unable to reconcile with harmony in the ranks, and organization as a watch-word, Massachusetts not counted in the Democratic column."

CALLS FOR INTENSIVE WORK

The practical work of getting the voters registered and organized was discussed by Charles H. McGuire, president of the House of Massachusetts, who called upon the Democrats to work intensively now until November in the interest of the performance of county organizations. McGuire said that the drive should be upon the various county offices, with especial attention being paid to registrars of probate, county commissioners and county treasurers. He pointed out that in the municipal elections this year, six cities operated-returning Republican administrations had elected Democratic Mayors and predicted that the same trend will become more noticeable as the election draws closer. He pointed out that Senator Coolidge, in 1928, carried the four largest counties and the sixth and eighth largest counties, thereby furnishing the party organization with a nucleus to build a completely State-wide victory.

DENIES ANY SPLIT IN PARTY

Denial of the party showed any split in party, nationally, was made by Frank J. Donahue, chairman of the State committee, and Senator Pat Harrison of Mississippi voted with Walsh 21 times. This, he stated, would not break the United Front. Senator Taggart of Northampton, the In Massachusetts, he said, there is no evidence of discord, and even if any was to be seen, it would not be cause for worry. "If 25 Democratic leaders quarreled," he said, "it would have no more effect on the party than a half dozen stones tossed into the ocean disturb the surface of the water."

Speakers included Representative Richard D. Sawyer, candidate for the United States senatorial nomination; Marcus A. Coolidge, also a senatorial candidate, and Joseph B. Ely of Westfield, all of whom confined themselves to a short expression of optimism. Other speakers were: Secretary V. Chappell, and Mayors Michael A. Landers and John F. Fitzgerald. Senator Simmons and Heflin, who refused to work for Smith in 1928, were fighting for their political lives, he said, because of their party disloyalty. There are only isolated evidences of lack of harmony, he said, among our national leaders and the dissolvable ones are being punished.

PRAISE FOR SUPT. CROWLEY

The election of Congressman William F. Granfield in the second district and of 19 Mayors throughout the Commonwealth furnished the meeting with an incentive for work in the fall. Edward Murphy, national committeeman, used the elections of of mayors and of Granfield as a great boon to the national committee, which was looking forward to a complete victory in the November elections.

Speakers included Representative Roche, and D. Sawyer, candidate for the United States senatorial nomination; Marcus A. Coolidge, also a senatorial candidate, and Joseph B. Ely of Westfield, all of whom confined themselves to a short expression of optimism.

Lawler struck a popular note when he referred to the Garrett investigation and declared that "garrett in the city believes that Superintendent Cropley had any connection with grafting."
Delays Action on New Tunnel Bill

Request by Mayor Curley that the city council endorse the new East Boston tunnel bill filed in the Legislature by President Henry L. Harriman of the Chamber of Commerce and Chairman Frederic H. Fay of the city planning board, was refused at yesterday's meeting at the behest of Councilor Fitzgerald.

Members protested that the mayor did not explain the bill, which seeks to amend the present $16,000,000 tunnel act, "or like legislation to accomplish the same end," but it was later learned that the amending bill seeks to authorize the expenditure of $4,000,000 more in connection with the tunnel to provide for the widening and extension of Cross Street from Haymarket square to Atlantic avenue, and the construction of a traffic circle at Haymarket square.

This proposal attracted much criticism from Martin M. Lomasney last fall during the tunnel discussion and his chief lieutenant took up the battle anew yesterday.

While the West End councilor alleged that a new deal had been started on the final location of the tunnel which it is now estimated will cost $20,000,000, it was stated officially that the mayor has asked the engineers of the transit department and the metropolitans planning board to make a report at once.

EX-MAYOR NICHOLS

Ex-Mayor Nichols has been in politics a long time and has been so successful in it that it is only a question of when he will wish to see his name on a ballot again. His career has been forward because he abandoned the bash field of journalism, presumably he will not set the pace of the machine in reverse right away. He always has had the benefit of advice from astute associates, and, being a genuine State of Maine man, is not affected by natural political sagacity. He is welcome back in Boston, on which he made a deep, permanent impression, especially during the latter part of his administration.

One of Mr. Nichols's ideals was a greater Boston development. He gave the Boston movement a fresh impulse and, although he did not succeed in wearing down opposition, there was a net gain. Like Prof. Beale, whom Mayor Curley dispatched to London, Mr. Nichols has had an opportunity to see the actual working of the kind of community which both he and Mayor Curley have in mind. The Greater Boston project is not a political issue. Probably the Mayor will use the active assistance of the ex-Mayor to make this a finer, larger, more energetic and more prosperous metropolis.

Many Salary Increases in New Budget

Document, Though Heavily Pruned, Is $2,000,000 Above Last Year

Though there were many woeful predictions at City Hall in the last few months that Mayor Curley would refuse salary increases, except the regular step advances, in view of his predecessor's generosity in his final months, the mayor has not been stingy.

To provide for the step increases the mayor asks for $136,797, the employees favored being 1063 police and firemen, 466 clerks, 241 institutional workers, 243 professional employees, 269 inspectors and investigators, 72 teachers and 19 mechanics.

Additional employees to maintain the new buildings at the City Hospital, long Island Hospital, and the White health units, as well as the traffic commission, were given as other reasons for the jump in payroll appropriations this year.

The budget provides for the expenditure of $45,301,792.33 for municipal and county services, which is an increase of $1,916,210.17 over the budget appropriations of last year. Reductions from estimates of department heads total $2,451,431.73.

Although the Legislature gave him a limit of $16 on each $1000 worth of taxable property in the city, the mayor's budget calls for only $14.50 on each taxable $1000. And this will also include the expenditures for Suffolk County and the items which must be put by for the city and county debt requirements.

The budget $35,189,249.12 will be appropriated for the city departments, which represents an increase of $1,538,656.66 over last year. The county appropriations will be $3,534,826.08, making an increase of $1,811.14 above last year's county budget.

INVESTIGATION PROMISED OF AIRPORT POSTOFFICE

Congressman John W. McCormack and John H. Doran today wired Mayor Curley that they had conferred with the First Assistant Postmaster General regarding the establishment of a Postoffice at the airport and that the latter announced he would conduct an investigation as well as communicate with his personal inspector in Boston and the acting Postmaster directing an investigation and confer with Mayor Curley.

The Congressmen declared that if the French and North German lines are attracted to Boston there would be little if any difficulty in establishing the desired Postoffice at the airport.

A Postoffice at the airport would mean ship-to-shore mail from the crack foreign liners. At present mail from ship to shore would have to be landed at East Boston, taken to the Boston Postoffice and then returned to the airport for plane shipment to New York and other places. An airport Postoffice would prevent the delay and unnecessary handling in the Boston Postoffice.

W. ROXBURY REQUEST GRANTED BY MAYOR

Money for Lights Sought to Be Provided


Joseph A. Rourke, Public Works Commissioner, attended the conference and estimated that the additional lighting would cost about $4600. Mayor Curley agreed with Councillor Cox and Mr. Stanek that the lighting proposition was a fair one and said that money would be provided. Mayor Curley has been anxious to provide a playground for children of the district, but insisted that the city would not buy swamps and ledges, because the ultimate cost of filling or blasting and removing is always many times the original cost of the property.

He asked Mr. Stanek to have the resident locate some good land—not swamp or ledge—and he would be glad to see the playground established.

MAYOR CURLEY APPROVES NEW FIREBOAT CONTRACT

Mayor Curley today approved a contract with Fay, Spaulding & Thorndike, architects, for the designing and supervision of construction of the new fireboat to be built to replace Engine 31.

MUSICIANS' UNION IS TOLD CITY MAY AID CONVENTION

The National Musicians' Union will hold its annual convention in Boston the second week in June, and today Mayor Curley told the delegation from the union called upon Mayor Curley. During the convention the members of the union will hold concerts every afternoon on Boston Common.

Mayor Curley told the delegation that if pending legislation passes the city will be in a position to contribute $2000 toward the $10,000 expense of holding the convention in Boston.
How an Island War Memorial Would Look

The impressive plans for an island war memorial facing Grant Park, in Chicago, now exhibited at the Fogg Museum, have a distinct relation to our project for a Massachusetts war memorial on an island to be constructed in the Charles River, between Boston and Cambridge. It is entirely fair to suppose that the local plan, which was in its essential features developed and illustrated ten years ago, and which has since been unanimously recommended by the Massachusetts War Memorial Commission, and approved by all veterans' organizations, and which will probably be authorized by the Legislature, is suggested to the architects who have designed the Chicago memorial the project which is illustrated in an article on another page of the Transcript today.

The Chicago plan is a noble, dignified and worthy one. It provides for an island, approached by a bridge from Grant Park, on the Lake Michigan front in the center of the city, and decorated by a monumental building suited to the situation and the architecture of Chicago. Our own Charles River project has the advantage over the Chicago scheme of being approached by a bridge from opposite directions, and consequently of offering access to the teeming population that constitute Greater Boston. On the other hand, the Chicago memorial has the aesthetic advantage of fronting a beautiful inland sea, and of standing as a sort of gateway near the entrance of the great lake city's harbor. Harmonizing as its proposed massive memorial structure does with the sky-piercing architecture of Chicago, it can hardly fail to add immensely to the attraction of the charleswater front.

As an engineering enterprise, this Chicago island presents a much greater and more costly task than our Basin project. Every bit of the earth that will constitute it must be transported to deep water in Lake Michigan, whereas our comparatively shallow Basin, its shores and its surroundings, afford material for our island's construction. We can reclaim mud from the bottom of the Basin, to the improvement of the Basin itself. Architecturally, something is called for here which will be quite different from the block-like but imposing mass which is illustrated in our columns today. In sentiment, the projects are, making allowance for the difference of architectural requirement, very much the same in both cases. Each island will stand forth in noble silence as a special, integral and a conspicuous memorial of a great service rendered, with no complications of that sort of everyday utility which might lead future generations to overlook the epic purpose of the work.

Optimism Voiced at Democratic Get-Together

Leaders and Candidates Tell 1800 Party Workers of Victory Ahead

Confidence that the Democrats face election the State next November was the keynote at a Democratic Mayor's Night assembly at Hotel Statler last night with nearly 1800 Democrats ticket this year. The victories of the State gathered as an opening of the 1930 campaign under the auspices of the Democratic City Committee of Boston and the Al Smith League of Massachusetts. Speeches by several of the party, by candidates and by potential candidates for major offices were broadcast after eleven o'clock and the foreclosures continued long after midnight.

Chairman Henry E. Lawler of the Democratic City Committee was toastmaster. The nineteen Democratic mayors in the State were scheduled for invités guest speakers but the importance of the occasion kept the mayors attendance down, the executives present were: Mayor Lawler; Michael A. Landers, Lawrence; Lawrence; J. Lea Sullivan, Peabody; John J. Murphy, Somerville; Patrick J. Duane, Waltham, and Philip J. Gallagher, Woburn.

In addition to the attending mayors, those at the head table included Marcus A. Coolidge of Pittsfield, Thomas C. O'Brien, former district attorney of Berkshire County; former Mayor John J. Murphy, Strabo V. Claggett, Peter F. Gallagher, Woburn.

The nineteen Democratic mayors of the State were scheduled as in attendance; but sent a message in which they predicted that the campaign would find them all working together for victory.

Mayor Curley of Boston is confident that the Island War Memorial, which might lead future generations to overlook the epic purpose of the work, no strife among the party leaders and predicted that the campaign would find them all working together for victory.

Former Mayor Fitzgerald, avowed candidate for governor, charged that Governor Allen had "done nothing" about the unemployment situation "except to write a few letters, which have gained few results." He praised Senator David J. Walsh as the "man who did the job in Washington when Gillett ran away and came back to vote for those who opposed conditions which would help Massachusetts."

City's New Fireboat to Cost $350,000

Boston's new fireboat, the most powerful ever constructed along the coast, will cost $350,000 with a 3-year pay-back. The vessel will be a 1100-foot boat with a 230-foot span and a 240-foot turntable. It will be adequate for all conditions of the State and will support the party candidates regardless of what section of the State they come from, and Mr. McGlue.

Court Building on State House Ground

The joint Rules Committee of the Legislature reported a bill today for the construction of a court building on the State House recreation grounds. The Randigade Fund, established in 1830, is considered unsatisfactory because of the environment at the island.
Parkman Offers Bill to Change Taxi Stand Rule

A new draft of legislation taking the authority of designating portions of the public streets other than sidewalks for taxicab or hackney carriage stands in the city of Boston out of the hands of the police commissioner of the city and placing it in the hands of the traffic commission, was presented today to the legislative committee on cities by Senator Henry Parkman, Jr., of Boston. The bill provides, however, that the police commissioner shall continue to have the power of issuing licenses to operators of taxicabs and granting of special stands established from time to time rates of fares to be charged by companies.

Senator Parkman, speaking on his bill, said that it was drawn along the lines of the minority report of the special recess commission appointed to study the licensing of taxicabs in the city of Boston and the rules and regulations of the police commissioner, the street commissioners and other authorities relating thereto.

The majority report of the commission provided for forbidding compensation to abutting owners for special taxicab stands an increase in the number of public stands; limitation of the number of taxicabs and granting of special stands only at hotels, railroads, public buildings and other similar locations.

Senator Parkman said that he was opposed to those recommendations and for that reason presenting the new draft of legislation. The speaker told the committee that it was not his purpose to make "a play to the gallery" but added that he is interested in passing legislation which would aid the public and also the companies.

The bill repealing the provisions of the law by which the appointments of executives to the Boston municipal service must be approved by the state civil service commission completed its journey through the Legislature yesterday when it was passed to be enacted by the Senate after approval by the House. The most unusual phase of this measure is that it passed through both branches without any discussion in contrast with the stormy reception which previously greeted it.

The bill now goes to Gov. Allen for his signature.

Transfers Stand Licensing from Police to Traffic Board

A bill recommending the transfer of the power to designate taxicab stands in Boston from the police commissioner to the traffic commission, was presented before the Legislature committee on cities at the State House by Senator Henry Parkman today.

Parkman's bill bearing on the minority report of the special recess commission which investigated the taxicab situation in Boston last year, would not take from the police commission the authority to grant taxi cab licenses. It provides that all stands greater than two-cab stands shall be open or, as an alternative, 50 per cent of the stands shall be open with hotels and railroads being given the right to name the taxicab companies with stands shutting their properties.

Attorney Thomas Quinn, representing the Independent Taxicab Owners' Association, charged that the Checker Taxi Co., with special parking rights at the stadium, sent only 100 cabs to the Harvard-Yale games by Joseph H. Boucher, past president of the Independent Taxicab Owners' Association, charged that the Checker Taxi Co. caused the difficulty at Harvard-Yale football games. He said that company gained special parking rights at the stadium, sent only 100 cabs to the Harvard-Yale games.

The bill sponsored by Representative Joseph Finigan, which would do away with all private stands, was opposed by Attorney Thomas F. Quinn, representing the Town Taxi Co. He said it would do away with a service obligation now imposed on the companies which have special stands. He also characterized the Parkman proposal of transfer of authority from the police commissioner as "unwise."

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The Checker Taxi Co. was accused of causing all the trouble at the Harvard-Yale games by Joseph H. Boucher, past president of the I. T. O. A. Supporting the Finigan bill, Boucher said that the Checker Co. made the new draft of legislation taking the authority of designating portions of the public streets other than sidewalks for taxicab or hackney carriage stands in the city of Boston out of the hands of the police commissioner of the city and placing it in the hands of the traffic commission, was presented today to the legislative committee on cities by Senator Henry Parkman, Jr., of Boston. The bill provides, however, that the police commissioner shall continue to have the power of issuing licenses to operators of taxicabs and granting of special stands established from time to time rates of fares to be charged by companies.

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Transfers Stand Licensing from Police to Traffic Board

A bill recommending the transfer of the power to designate taxicab stands in Boston from the police commissioner to the traffic commission, was presented before the Legislature committee on cities at the State House by Senator Henry Parkman today.

Parkman's bill bearing on the minority report of the special recess commission which investigated the taxicab situation in Boston last year, would not take from the police commission the authority to grant taxi cab licenses. It provides that all stands greater than two-cab stands shall be open or, as an alternative, 50 per cent of the stands shall be open with hotels and railroads being given the right to name the taxicab companies with stands shutting their properties.

Attorney Thomas Quinn, representing the Independent Taxicab Owners' Association, charged that the Checker Taxi Co. caused the difficulty at Harvard-Yale football games. He said that company gained special parking rights at the stadium, sent only 100 cabs to the Harvard-Yale games.

The bill sponsored by Representative Joseph Finigan, which would do away with all private stands, was opposed by Attorney Thomas F. Quinn, representing the Town Taxi Co. He said it would do away with a service obligation now imposed on the companies which have special stands. He also characterized the Parkman proposal of transfer of authority from the police commissioner as "unwise."

The bill, sponsored by Representative Joseph Finigan, which would do away with all private stands, was opposed by Attorney Thomas F. Quinn, representing the Town Taxi Co. He said it would do away with a service obligation now imposed on the companies which have special stands. He also characterized the Parkman proposal of transfer of authority from the police commissioner as "unwise."

The Checker Taxi Co. was accused of causing all the trouble at the Harvard-Yale games by Joseph H. Boucher, past president of the Independent Taxicab Owners' Association, charged that the Checker Taxi Co. caused the difficulty at Harvard-Yale football games. He said that company gained special parking rights at the stadium, sent only 100 cabs to the Harvard-Yale games.
ADVOCATES TEETH IN HEALTH LAWS

Boston is not yet providing adequate care for persons suffering from tuberculosis in its early or advanced stages, and so it is not taking every precaution to prevent spread of the disease, Dr. Haven Emerson, professor of public health administration of Columbia University, told the Boston Health League in a meeting yesterday at the Twentieth Century Club.

Dr. Emerson spoke as one qualified to discuss the health situation in Boston, for in 1926 he made a study of tuberculosis here at the request of the mayor, and in 1927 studied chronic disease as consultant for the Boston Council of Social Agencies.

Salient among Dr. Emerson’s observations was the statement that the $1,000,000 tuberculosis sanatorium at Mattapan recently completed by the city would not be usable “perhaps until fall,” because the heating and kitchen equipment would not be installed until then. This hospital unit will have a capacity of 200 beds for tuberculosis sufferers when available.

502 CITY STREETS AS YET UNPAVED

Legislative Committee Told Why Millions Needed

Petitions for the permanent paving of 502 unaccepted streets are on file with Boston’s board of street commissioners. Corporation Counsel Samuel Silverman yesterday gave that information to the legislative committee on municipal finance in explanation of where the $10,000,000 it seeks to borrow will be expended.

Public Works Commissioner Joseph A. Rourke outlined the details of his department’s plans for spending $5,000,000. The street budget prepared follows:

<table>
<thead>
<tr>
<th>City</th>
<th>Street Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston proper</td>
<td>$500,000</td>
</tr>
<tr>
<td>Charlestown</td>
<td>$350,000</td>
</tr>
<tr>
<td>East Boston</td>
<td>$325,000</td>
</tr>
<tr>
<td>South Boston</td>
<td>$961,000</td>
</tr>
<tr>
<td>Roxbury</td>
<td>$700,000</td>
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<tr>
<td>Dorchester</td>
<td>$1,904,800</td>
</tr>
<tr>
<td>Brighton</td>
<td>$1,168,000</td>
</tr>
<tr>
<td>West Roxbury</td>
<td>$1,500,000</td>
</tr>
<tr>
<td>Hyde Park</td>
<td>$50,000</td>
</tr>
</tbody>
</table>

The information was given at a hearing on Mayor Curley’s bill for authorization to borrow $10,000,000 outside the debt limit for street construction purposes. In addition to the above information the numbers of streets in each section was given.

In answer to a question from Senator Frank W. Osborne of Lynn, the committee chairman, Rourke said that condition of the streets in Boston was such that between $60,000,000 and $90,000,000 is needed to solve the entire problem.

Rourke told Representative John F. Higgins of the West End that his commission has the facilities to spend efficiently the $10,000,000 sought at present. Higgins was under the impression that a program involving an expenditure of $3,500,000 would tax to capacity the public works department.

Rourke explained that approval of the measure would permit him to double his present staff, which he would do.

Representative Leo M. Birmingham of Brighton, Frank J. McFarland of Dorchester and Patrick J. Welch of Hyde Park were received in favor.

WIN FIGHT FOR BETTER LIGHTS

Germantown Citizens Get Results After Fifth Fatal Accident

The Washington Heights section of Germantown, West Roxbury, will be properly lighted as a result of the storm of protest on the part of citizens of the district caused by the fifth fatal accident at that place within two years.

Mayor Curley today conferred with Congressman Cox and A. L. Stanek of the Germantown Citizens’ Association and agreed to provide sufficient funds to place proper lighting facilities on Washington street from the Dedham line to Roslindale.

The mayor also agreed to make possible the installation of traffic lights at Grove and La Grange streets, on Washington street, and urged residents of the Germantown section to seek assistance from the police commissioner.

The mayor pointed out that drastic measures must be taken to check automobile speeding on Washington street. West Roxbury, and suggested to Stanek that the permanent assignment of two motorcycle officers to last locality might accomplish the desired purpose.

The woman whose life was snuffed out last night was Mrs. Lillian Emin, wife of Anthony Emin of Dartmouth street, city. She was accompanied by her sister, Mrs. Julita Thomas of Washington Heights avenue. Mrs. Emin was trying to get the inbound car which was coming to the same street she had crossed the tracks ahead of her, but as Mrs. Emin reached the inside tracks she feared she could not make it and stepped in front of a street car.

Mrs. Thomas had boarded the inbound car, urging her sister to follow her. She did not learn of the accident until she got off the car with the passengers to learn what had happened.

APPEALED TO NICHOLS

The fatal accidents either by automobiles or street cars caused the Germantown citizens to appeal to Mayor Nichols about a year ago for better lighting at the crossing. After the fatality of last night they expressed indignation that no improvement had been made. A group of citizens sent a telegram to Mayor Curley requesting that something be done at once.

The lighting in the locality at the present time consists of 187 gas lamps. The residents want 100 electric lights. It is said that at one time there was a proposition offered that the city would install 250 and have electric lights placed at street corners. Nothing came of the proposition, however.
MAYOR ORDERS ‘WHITE WAY’ FOR W. ROXBURY

‘DEATH BOULEVARD’ 5TH KILLING

RESULTS IN ACTION

The death last night of Mrs. Lilian Emin, 23, of 73 Dartmouth st., Back Bay, a bride of three weeks, beneath the wheels of a trolley car in Washington st., where there had been four other deaths in 15 months, opened anew the fight for adequate lighting of the thoroughfare.

A mass meeting of Germantown citizens was planned for tonight, but prospects were that the Mayor’s order would result in the meeting being abandoned.

Present at the conference in the mayor’s office were City Councillor Joseph F. Cox of the district, Public Works Commissioner Joseph A. Rourke and Arthur L. Stenak, president of the Germantown Citizens’ Association.

As soon as they can be installed, 60 electric lights of 600 candle-power each, will be placed along the boulevard from Stony Brook reservation to the Dedham line. The cost of operation will be $4000 annually.

A house-to-house canvas today will open the annual campaign in Roslindale to raise $4000 for the Community Health Association. The association is the only organization in Roslindale providing both bedside nursing and home health instruction and its four nurses last year made more than 6000 visits.

On the campaign committee are Mrs. Edward H. Whittemore, chairman; Mrs. William T. Miller, vice-chairman; Mrs. Harold Jones, secretary, and Mrs. Max Wuchtrecher. The advisory council includes H. A. Gillman, W. A. Higgins and H. H. Storer.

Health Drive on Today in Roslindale

Toll reductions of 50 to 70 per cent on the East Boston ferry went into effect today and with it a slight increase in traffic was noted.

The reductions followed a battle in the City Council led by Timothy F. Donovan of East Boston and aided by Clement A. Norton, of Hyde Park, after charges that the new rates of January 1 were hurting East Boston businesses.

Today’s reductions brought the tolls on automobiles with drivers from 20 to 10 cents; on two horse vehicles with driver from 15 cents to 5 cents; on trucks of six tons or less, from 20 to 15 cents; on trucks over six tons from 20 to 20 cents; on motorcycles from 10 to 5 cents; on three or four horse vehicles with driver, from 20 to 10 cents; on trailers from 20 to 10 cents; on a man with handcart or wheelbarrow from 10 cents to 5 cents, and a horse and rider from 10 cents to five. Pedestrians will still be required to pay but one cent and the rate of 30 cents remains the same on auto buses.

Foreman John F. Sullivan said an increase in traffic was noted from the very start of business today.

Roxbury Promised Aid in Celebration

Praising Roxbury as one of the principal strongholds of true Boston spirit, former Mayor John F. Fitzgerald, chairman of the Boston Tercentenary committee, last night promised the Roxbury district “generous” financial backing for its 1930 celebration of the Fourth of July.

Fitzgerald addressed the Roxbury Civic League and Improvement Society’s public meeting at the Practical Arts high school.
CENSUS WORKERS BEGIN TOMORROW

Data to Be Most Comprehensive Ever Secured by Any Nation—Man Recognized as "Boss"

District chiefs of 1930 Census presenting first census portfolio for City of Boston to Mayor. Left to Right—Chief Asst Supervisor for New England Jerome A. Lally, Mayor James M. Curley, Asst Supervisor of Census Publicity George A. Mulvey.

SCHOOL COMMITTEE CONFERSON BUDGET

Will Present Needs to a Legislative Committee Tomorrow

The Boston school committee held a conference of several hours yesterday on the school budget, which will be presented tomorrow morning to the legislative committee on municipal finance, which is considering the committee's bill to increase school appropriations by $600,000 this year to take care of an estimated deficit of a like sum.

No statement regarding the committee's position on the reappointment of Supt. Jeremiah E. Burke, or the committee's attitude regarding the proposal of Chairman Frank A. Goodwin, of the finance commission, that a one-year building program be outlined to handle urgent needs, was forthcoming from the school committee. Tonight, after a private conference, the committee will hold a public meeting, at which appropriations will be made.

POSTOFFICE AT AIRPORT PROPOSED

Congressmen Wire the Mayor
That an Investigation Will Be Made Immediately

An investigation which may lead to ship-to-shore airmail service to Boston for distribution by plane to all parts of the country is being launched by First Assistant Postmaster-General Coleman, according to word received by Mayor Curley today from Congressmen McCormack and Douglass.

The two Congressmen wired the mayor that in accordance with his request they had conferred with Coleman regarding establishment of a postoffice at the Boston airport, and that the latter promised to direct an immediate inquiry into the matter.

A postoffice at the airport would eventually mean ship-to-shore service. It is understood, especially if large transatlantic steamer lines are attached to this port.

At present mail from ship to shore by plane would have to be landed at the airport, transferred to the central postoffice and then returned to the airport for plane shipment to New York and elsewhere.

The wire to Mayor Curley follows:

"We have just conferred with First Assistant Postmaster-General Coleman on postoffice at airport and he will have investigation made at once.

"He kept your letter to McCormack and stated he would immediately communicate with his personal inspecter at Boston, also with acting postmaster, directing them to make investigation of situation and to take up matter with you.

"He indicated a very co-operative spirit and showed profound knowledge of needs of port of Boston and that he is confident if the steamship lines mentioned in your letter can be attracted to Boston there would be little if any difficulty in establishing desired postoffice at airport."
Boston Budget Represents
Tax Rate of $14.50 Per $1000

Appropriations Submitted by Mayor Total
$49,501,799.53, an increase of
$1,916,210.17 Over 1929

The 1930 municipal appropriation budget submitted to the city council by Mayor Curley, yesterday, recommends total appropriations for municipal and county services of $49,501,799.53, an increase of $1,916,210.17 over the budget of last year.

Departmental and county financial requirements, as specified in the budget, represent a tax of $14.50 per $1000 of valuation. The Legislature authorized a tax limit of $16 but by pruning the allowances asked for by department heads, $3,451,245, the mayor has not only kept within the maximum limit but has cut 23 cents from his early estimate that a limit of $14.75 would be necessary.

In explanation of the substantial increase in the budget, Mayor Curley stressed the salary increases which were granted last year and the very burdensome demands upon the public welfare and soldiers' relief departments attributable to unemployment.

No salary increases previously granted were taken in Municipal departments to which the mayor has appropriated $3,189,249, an increase of $1,500,000 over last year, must be operated efficiently and economically in order to keep within appropriations.

Quarterly appropriations $3,534,858.08, an increase over 1929 of $61,981.14. As a direct aid toward the relief of unemployment $200,000 has been provided for temporary labors and other works in the park and public works departments.

Salary increases to 2696 city employees require $186,797, but most of these raises are due to the sliding scale of compensation and the recipients included 1109 policemen and firemen, 406 clerks, 304 institutional workers, 243 professional employees, 269 inspectors and investigators, 72 laborers and 9 mechanics.

$110,000 FOR CELEBRATIONS

Additions to the staffs of the City Hospital, Boston, St. Vincent's, Long Island Hospital and the George Roberts White health units and the traffic commission are cited by the mayor as causes of increases in payroll requirements.

For the Tercentenary celebrations $75,000 has been appropriated and $35,000 has been recommended for the observance of national holidays.

In the county department salary increase amounting to $9152 has been offered to 113 employees and allowance for the new working hours to six new employees.

Among the largest appropriations are:

Municipal departments: $8,177,767; police department: $1,077,767; soldiers' relief: $267,682; street lighting: $1,201,106; fire service, $561,633; bridge service, $840,000; City Hospital $2,993,397; St. Vincent's, $661,884; public welfare, $3,755,485; parks, $1,817,754; library, $1,173,144; health department, $277,685; street laying out, $200,000; grandiose sidewalks, $25,000; reconstruction and repairing streets by contract, $200,000; streetcars, $200,000.

The budget was committed to the committee on appropriations and Chairman Fox told the councilmen, yesterday, that hearings would be begun immediately. It is hoped to have the report ready for presentation to the council in a month.

PASS APPROPRIATIONS

Dezen Councilmen Ignore Accusation
Of Being "Rubber Stamps"

Undeterred by the taunts and the plea of Councilman John J. Fitzgerald, who appealed to his colleagues to attempt to meet up to the estimate of their importance made by Mayor Curley in his inaugural address, 12 councilmen, ignoring the charge that they were acting as "rubber stamps" voted, yesterday, to pass the budget appropriations for the soldiers' relief and public welfare departments, without debate or investigation.

The mayor asked the council to lift the appropriation of $2,925,000 for the public welfare department and $500,000 for soldiers' relief from the budget and take immediate action in order that funds might be made available to meet outstanding bills.

Budget Commissioner Fox told the council that there was no vital need of appropriating the entire amount recommended in the budget but suggested that action should, at least, be taken, to make sufficient funds available to maintain the departments until June 1.

The executive committee by a vote of 13 to 6, reported "ought to pass" on the mayor's order but Councilman Wilson, declaring any hostility towards the mayor and emphasizing that, while, as a member of the city council, he was never content to part with any of his prerogatives, amended the order by reducing the public welfare appropriation to $1,500,000 and the soldiers' relief appropriation to $200,000.

He argued that the council ought to allow the committee on appropriations to investigate the financial needs of all departments.

Councilmen Fitzgerald, Curtis and Murray upheld Wilson and the West End representative chided his colleagues for their willingness to allow their prerogatives to be usurped. He declared that the council was becoming a body of "rubber stamps" and that adherence to such methods might well be followed by the adjournment for the remainder of the year.

VOTE ON ROLL CALL

No one answered the arguments. On
DEMOCRATS SEE VICTORY IN NOVEMBER

Mayors' Night Speakers Predict Complete Harmony For Coming Campaign

GARRETT SITUATION CHARGED TO G.O.P.

Fitzgerald Attacks Allen--Former Memphis Mayor Drops Dead at Dinner

By W. E. MULLINS

Glowing predictions of Democratic success in the November elections furnished the theme for the numerous speakers who expressed complete confidence of harmony in their own ranks and chided Republicans in general for the current ill of the nation at the Democratic mayors' night assembly last night in the ballroom of Hotel Statler.

Although approximately 1700 faithful members of the party, the majority of them women, attended the banquet only five of the 19 Democratic mayors of Massachusetts were present at the head table. They were Michael A. Landers of Lawrence, J. Leo Sullivan of Peabody, John J. Murphy of Somerville, Patrick J. Quine of Waltham and Philip J. Gallagher of Woburn.

Previous engagements and other considerations prevented the remaining 14 invited guests from attending.

FITZGERALD HITS ALLEN

Former Mayor: John F. Fitzgerald, the only announced candidate for Governor, charged Gov. Allen with failure to cope adequately with the unemployment situation and then roundly condemned Senator Gillett for "going vacationing in the South to leave Senator Walsh to make a single-handed fight for Massachusetts industries against the iniquitous tariff bill passed by the Republican Congress."

Chairman Henry E. Lawler of the Democratic city committee, the chairman of the assembly, taxed the Republican party in Massachusetts with responsibility for the Garrett situation and came forcefully to the defense of Mayor Curley.

Lawler created something of a surprise when he declared that he would be opposed to any wealthy candidates in the primaries bringing large sums of money into Boston to obtain a nomination on the state ticket.

"Boston can finance its own primary campaign," he said. "They do not want any wealthy outsiders coming in here with their doughbags. It will be disastrous to our plans because the selfish camp followers will take the money and do nothing in return for it."

BROOKLINE MAN DIES

There was a tinge of sadness in connection with the dinner. Shortly before its start James M. Head, 74, of Abbotsford road, Brookline, slumped in his chair, stricken with an attack of heart trouble. Medical assistance was hurried to his aid, but he was pronounced dead on arrival at the City Hospital.

He is a former mayor of Memphis, Tenn., and played a prominent part in Democratic state politics in the last election.

In addition to the five mayors in attendance those seated at the head table included Marcus A. Coolidge of Fitchburg, Thomas C. O'Brien, former district attorney of Suffolk county; former Mayor Fitzgerald, Strabo V. Cleggitt, Peter P. Tague, Frank J. Donahue, chairman of the Democratic state committee; Charles H. McIlhenny, Joseph B. Ely of Westfield and Representative Roland D. Sawyer.

Mayor Curley's regrets at being unable to attend were presented by Mr. Lawler, who read the speech Curley had prepared for delivery. The message said that the Republican party would be on the defensive throughout the approaching campaign and not disclose responsibility for industrial unrest and depression.

Lawler's message was one of complete harmony in the party ranks. He made the prediction that Boston would furnish the Governor for the ticket and said that the voters would be willing to go to Fitchburg to accept Coolidge for the Senate and thence to Westfield to draft Ely for Lieutenant-Governor.

HEADLINES

CURLEY'S APPEAL TO VOTERS

He asked the voters to enter no combination for an Irish-American ticket lest such a contest breed disruption in other sections of the state. "After the primaries," he said, "we shall be wholeheartedly with the nominees, be they Coolidge, Fitzgerald, Ely or Sawyer, but we must ask them to keep their money out of the city lest they injure our cause."

Continuing, he said:

"The history of the Republican party has been one of corruption and dishonesty to the voters. President Hoover is coming here in October. Let us hope that he will bring with him the prosperity that was exploited so blatantly in the last election. We need it in this state."

Locally, the Republican party is responsible for the bad police situation, he said.

"The police department, taken as a whole, is honest. I do not believe that Mike Sullivan ever went with a cent from Garrett and I know you feel as I do."

"If anybody there is something wrong in the department and it is up to the party in power to discover it. Fuller knew about it but he told O'Brien to forget it and keep quiet. The attorney-general now is charged with the responsibility of investigating it and he must produce."

FITZGERALD CAUSTIC

Ex-Mayor Fitzgerald was the most caustic speaker in his criticism of the Republican party. Failure of "Republi- can Charles K. Nichols and Republican Gov. Allen" to provide suitable appropriations almost brought a halt, he said, to the tercentenary celebration.

He charged Gov. Allen with failure to cope adequately with the unemployment. Gov. Allen's only solution to relieve unemployment has been to write letters to the mayor and town selectmen, he declared.

Continuing Mr. Fitzgerald said:

"The inefficiency of conducting business as usual is indicated by the spectacle of a responsible banking official in Northampton's home city of former President Coolidge, stealing $285,000. That is not good management.

"Make production under Republican business methods has thrown men out of work. That does not bother the Republican party. Its leaders are concerned only with dividends. The human side of the situation is forgotten by them in their greed for gold."

We have the spectacle in Washington of Senator Walsh fighting alone to uphold Massachusetts industries. Where was Gillett? He was vacationing in the South? Where was that party responsible for the failure of the Hoover prosperity that was exploited so frequently? The party is charged with the responsibility of Gillett's failure to help in the tariff fight. Why did he not resign, if he is incapable, and let the Governor appoint someone to fill his place who could help Walsh. That's party responsibility for you.

RAISES MAYOR CURLEY

Curley has done more than all the Republican mayors Boston ever has had to make the city progressive and prosperous. We are proud of our Mayor like Walsh and Curley. Let the Republicans in other cities name two of their men to compare with them. They have none.
$1,916,210 INCREASE IN BUDGET

Expenses of City and County Put at $49,501,799

BY WILTON VAUGH

Mayor Curley yesterday submitted to the City Council for approval his 1930 budget providing for the expenditure of $49,501,799.53 for the operation of the municipal and county services for the entire year.

$1,916,210 INCREASE

This represents an increase of $1,916,210.17 over the budget appropriations of last year and the boost was attributed by the Mayor mainly to the salary increases granted to city employees last year and the steep demands for soldiers' relief and poor aid resulting from unemployment.

Contrary to previous rumors, the Mayor has not taken away the salary increases which were granted toward the end of the preceding administration, but he has reduced the budget estimates of his department heads by $3,431,243.71, according to the figures which were revealed yesterday.

The budget was referred to President William G. Lynch to the Council committee of appropriations, which will hold hearings for the examination of each item, under the direction of Robert Hardin, Wilson, Jr., who plans to call the department heads before the committee without delay.

The Mayor himself protested against the delay which has already been occasioned by the State in fixing a tax limit beyond which the city authorities could not go in municipal expenditures this year.

Although the Legislature gave him a cut of 15 on each $1,000 worth of taxable property in the city, the Mayor's budget will call for only $104.90 on each $1,000 taxable real estate. This will also include the expenditure for Suffolk County and the items that must be put by for the city and county debt requirements.

Under the budget $51,195,349.12 will be appropriated for the city departments. This represents an increase of $1,251,609.56, making an increase of $41,381.41 above last year's budget.

While cutting down to the bone payments for overtime service by regular employees, the Mayor has granted $30,000 extra for the hiring of temporary laborers and other workers in the parks and public works department for the relief of unemployment.

He has asked for the approval of $121,760 for salary increases for 2,589 city employees this year. Most of these increases were granted under the sliding scale to employees each year on July 1, until they reach the maximum.

The group who will receive more pay this year includes 900 police and firemen, 530 institutional workers, 593 professional inspectors and investigators, 224 laborers, and 32 mechanics.

New Employees Added

Additional employees to maintain the new buildings at the City Hospital, the Boston Sanatorium, Long Island Hospital and the White health units as well as the Traffic Commission, which has been added as other reasons for the jump in payroll appropriations this year.

Two functions for the election department, comprising the primary and the general election which will be held this year, will cost more than any one year last year, when only one election was held, the Mayor pointed out.

The tercentenary celebration will also be a cause for increased municipal expenditures, for $75,000 has been set aside for the big birthday party and $25,000 more has been asked to expand to the usual ones the functions of the various departments of the city.

Other items which will increase the expenditures this year are the inauguration of the automatic traffic signal equipment in the business sections of the city, the replacement of snow removal equipment which has been worn and more books for the central library, and more money for the removal of garbage and refuse.

In the county budget increases of $815.87 will be granted to 125 county employees at the courthouse, and the other institutions, and $254.79 will be allowed for six new positions in the working force. Salary increases for the cases which have been granted only to the lower salaried employees, as the Legislature is now considering the revision and regulation of county salaries.

CITY HALL NOTES

Mrs. Colita W. MacDonald of Roxbury was reappointed as member of the Election Commission and Chairman Edward T. Kelly was given another term as assessor by Mayor Curley.

Upon the completion of 48 years in the city service, Supervisor Daniel H. Gillette of the city sanitary division was given a surprise party yesterday at City Hall by his fellow workers, who presented him with a portrait of gold as he was about to leave office.

The presentation was made by Deputy Supervisor Peter F. Garity in the presence of a large group of friends, including the officials of the department and the foremen of the service.

After a delay of three years the city will accept the bequest of the late Mrs. Mary F. C. Cummings of Woburn, who left 20 acres of land in Boston for use as a public playground.

With the property is included a block of land on the North Market, where the city will be asked to add to the Randigee fund for children's excursions from the island.

In a letter to Mayor Curley, James P. Dwyer of the Dwyer Company, who has been in charge of the firm's contract for the Long Island Hospital, claiming that his firm had carried out the contract in accordance with the plans and specifications prepared by the city's architects and engineers.

He disputed several points in the report made by Dur F. Emerson, finance inspector, who conducted an investigation of the work.

HUB'S BUDGET JUMPS $1,916,210 TO $49,501,799

The city budget for the year 1930, amounting to $49,501,799.53, an increase over last year of $1,916,210.17, was submitted by Mayor Curley to the city council for approval yesterday.

The budget represents a reduction of $3,431,243.71 from the estimates originally submitted by department heads.

The largest increase is for city maintenance, which requires $1,018,500.86 more than last year. Of this sum, $1,018,500.56 will be spent for salaries.

An emergency budget, prepared by the mayor for public welfare and soldiers' relief, was also referred to the council. The mayor requests a large increase in the budget for public welfare and soldiers' relief.

An emergency budget was also revealed that the budget for the year 1930 represents a decrease of $4,500.00 from the 1929 budget. This figure is $4,500.00 less than the tax limit allowed by this year's legislation.

RECORD 4/1/30

TO PROVIDE PLANS FOR HUB FIREBOAT

Pay Spalding & Thornhill, Boston architects, have been chosen by Mayor Curley to provide the plans for the new $300,000 fireboat which will replace the present one.

The new boat will be of the most modern type and will have a pumping capacity of 10,000 gallons of water per minute.
Mayoralty Shot

Scene at the Battle of Lexington Green, as illustrated in a Lexington historical pageant. Mayor James M. Curley’s reference to this engagement, as the firing of the "shot heard round the world" led some hasty critics to assume His Honor had slipped.

As a press agent for our Tercentenary, Mayor James M. Curley of Boston is not at all ineffective. In his Tercentenary greeting he attributes the "shot heard round the world" to the Battle of Lexington.

Up then arise gallant partisans of the Concord Fight, quoting Ralph Waldo Emerson's celebrated poem. The Mayor comes back with historical citations about the first conflict of the Revolutionary War being fought at Lexington when Gen. Gage's British soldiers were on their way to destroy military stores at Concord.

The Mayor has the laugh on the critics of his historical accuracy and much publicity results. The shot the Mayor fired is echoing and re-echoing and calling all the more attention to our Tercentenary occasion. Incidentally, many persons have benefited by brushing up their Revolutionary knowledge, or lack of it.

"Poetry may not support me," says Mayor Curley, "but history does. Perhaps that shot was fired first at Concord in the famous poem. But the first firing that morning—April 19, 1775—was at Lexington, where Captain Parker said: 'Don't fire until fired upon; but if they mean to have a war, let it begin here.'

"If the Concord shots were heard around the world, so must also the Lexington volleys. The war began there."

Chairman Harold B. Lamont of the Lexington Tercentenary Committee applauds the Mayor and declares the Lexington public is glad to see that the Boston executive is so keen a student of local history.

If Mayor Curley needs any historical evidence, Chairman Lamont stands ready to furnish it.

Will Have to Double Force, Says Rourke

It will take $10,000,000 to clear up the street paving situation in Boston, the legislative committee on municipal finance was told at a hearing in the State House yesterday.

Further information as to what the city would do with that amount, which it seeks to borrow outside the debt limit, was related at this first hearing on Mayor Curley's street program measure.

Samuel Silverman, corporation counsel, said there were an file 502 petitions for permanent paving of unaccepted streets, in Dorchester, West Roxbury, Brighton, Hyde Park, South Boston, East Boston and Roxbury.

He estimated each street would cost $10,000 and the total for this phase of construction would run to $50,000,000.

Public Works Commissioner Rourke gave details of how the other $5,000,000 would be spent. He said there was an item of $5,000,000, of which $590,000 was required in the city proper, $258,000 in Charlestown, $320,000 in East Boston, $981,000 in South Boston, $725,000 in Roxbury, $1,904,000 in Dorchester, $1,188,000 in Brighton, $1,590,000 in West Roxbury and $508,000 in Hyde Park.

Rep. John P. Higgins thought the $3,500,000 street program would tax the capacity of the public works department. Rourke replied that if the measure were approved his force would have to be doubled.

Reps. Leo M. Birmingham, M. Welch of Dorchester and Welch of Hyde Park favored the bill.

$4,000,000 for Tube Puzzles Council

Henry I. Harriman, of the metropolitan planning board and Frederick H. Fay, of the city planning board, must explain to the city council what is to be done with $4,000,000 additional appropriation for the East Boston tunnel before they will act on it, the council decided yesterday.

This will make the tunnel cost $20,000,000 instead of $16,000,000, as originally proposed. One revision is to have the Boston entrance on Cross st., near Haymarket sq., and two traffic circles are proposed, one in Cross st., the other in Haymarket sq.
NEWSSTAND IS RAZED BY CITY

City Hall Structure in Violation of Law

The old wooden news stand operated for the past dozen years by Tom Flanagan on the platform in front of the Court street entrance to City Hall Annex, was razed yesterday to make way for the tercentenary celebration.

Although the city has been receiving $250 a year in rental for the stand, it was discovered that the shanty was erected in violation of the building laws, which prohibit the construction of wooden buildings in the downtown fire district, according to Assistant Corporation Counsel Leo H. Schwartz.

He explained that the popular news dealer was given a month in which to remove his little business before the wooden structure was torn down yesterday by workmen under the direction of Superintendent of Public Buildings John P. Engleit.
RESOLVE TO AID TUNNEL BILL HALTED

Harriman Measure Is Stopped by Fitzgerald in Council

Warning that the proposed East Boston traffic tunnel will be "the greatest scandal in the history of the city" and protesting that a new "deal" was on to place the location of the tunnel, Councillor John J. Fitzgerald of the West End yesterday stopped the Council from adopting a resolution in favor of the tunnel bill filed with the Legislature by President Henry L. Harriman of the Boston Chamber of Commerce and Chairman Frederic H. Fay and the Metropolitan and City Planning Boards.

SEEK MORE INFORMATION

The resolution was transmitted to the committee would discuss the matter last night, it is felt that the special meeting called for tonight may dispose of the reappointment of superintendent Jeremiah E. Burke as head of the Boston public schools. The school committee, under the existing law, must fill the office of superintendent for another six-year term during this month.

As stated last night that the hour chamber meeting was to provide for the hearing tomorrow morning at 9:30 before the committee on municipal finance of the State House for the request of the school committee for an appropriation of an additional $600,000 to carry on the current year's work in the schools.

The bill, already filed and granted one hearing, asks that the Legislature levy the city of Boston 30 cents on every $100 worth of the assessed valuation to raise the additional sum of $600,000 sought by the school committee.

The committee, it was stated, spent last night in going over the school budget for the past year and the budget already prepared for the current year's work, in preparation for tomorrow's hearing.

Speculation was still rife last night as to just what action the school committee would take on Superintendent Burke. Considerable pressure has been brought to bear upon the committee by Superintendent Burke's friends for his reappointment, and his reappointment is viewed favorably, it is reported, by three members of the school committee.

The dismissal of Assistant Superintendent John C. Brodhead, although his term does not expire for another two years, another member of the school committee, was another of the school committee this month, though it may not be reached at tonight's special meeting.

At tonight's meeting the committee will pass appropriations, claimed much needed, for buildings already under advisement for some time.
S
San appropriation of $125,000 for an automatic light system. It
indorse the remaining part of the re-
quest "or like legislation to Accomplish
the same ends."

"L" Petition on Standing Patrons
Referred to Committee

Without debate or examination of the actual budget requirements of the Boston Council members, the Public Welfare Department submitted appropriations of $2,925,000 to the City Council yesterday, carried out the request of Mayor Curley to lift the items from the budget, and make immediately available funds, the current use of the year's appropriation.

Councillor Wilson objected and sought to cut down the Soldiers' Relief at this time, and voted the Public Welfare to $1,500,000, which would have been ample to June 1. Councillor Fitzgerald sent him up and said the Council was throwing away its powers of administration, and quoted Mayor Curley's statement that the Council function was that of directors. They objected to voting the entire amount without debate on the budget deprives.

Budget Commissioner Fox had ad-
vised the Councillor that there should be immediate action, at least so far as funds being available for the period up to and including June 1. In execution of the Council's order, the vote was 13 to 6, that the order ought to pass.

In the chamber later Coun-
Councillors Williams and Mur-
ray made their bid for a cutting down for the present. The vote on Wilson's amendment was Arnold, Cox, Curtin, Fitzgerald, Kelly, Murray, Noonan, Ruby and Wilson, yes; Bush, Dono-
van, O'Leary, O'Neill, Pepple, Glea-
son, Green, Help, Lynch, Mahoney, McGrath and Power, no. The Mayor's order was then passed.

Refer "El" Petition

The Boston Elevated petition to the Committee was to carry in their busses passengers standing, not exceeding 21 percent of the capacity of the bus, which was up for action three weeks ago and then deferred, was taken from the table and referred to the committee on ordinances.

A delegation from the Street Car-
men's Union, headed by Fess John
carry and business agent Timothy J.
Regan, protested against the order; declared that standers will interfere with proper operation of the busses and also that the police can not enforce the law. The elevated plans to re-
place street cars with bus lines.

Centre st, West Roxbury, traffic road from Boston to Providence, is in need of traffic signals according to residents of the district and Councillor
Cox introduced an order asking for an appropriation of $125,000 for an automatic light system. It was re-
ferral the committee on ordinances.

Crew Project Ignored

City Council members did not heed the request of Mayor Curley to indorse
pending East Boston tunnel legisla-
tion filed by Henry L. Harriman and
Frederic H. Fay, and neither did they indorse the remaining part of the re-
quest for legislation to accomplish
the same ends.

The request apparently failed to give

COUNCIL INDORES
$2,925,000 BUDGET
Soldiers' Relief and Public Welfare Aided

CRITICIZES BOSTON TUBERCULOSIS WORK
Dr Emerson Urges Special Training at Mattapan
Boston Hospital Administration
"Starved"—Death Rate Less

The handling of tuberculosis less
"from the morgue end" and more
"from the operating table," was rec-
ommended by Dr Haven Emerson, ex-
Health Commissioner of New York and an investigator of the Boston Health League at the Twentieth Century Club late yesterday afternoon. Dr John W. Harrit, president of the Health League, presided.

Dr Emerson made an investigation on his own in the Public Welfare Aided
Soldiers' Relief and Public

TUNNEL PROJECT IGNORED
City Council members did not heed the request of Mayor Curley to indorse pending East Boston tunnel legislation filed by Henry L. Harriman and Frederic H. Fay, and neither did they indorse the remaining part of the request for legislation to accomplish the same ends.

The request apparently failed to give

TEAR DOWN NEWSSTAND NEAR CITY HALL ANNEX
Plans for scrapping up on this ter-
centenary year probably has something to do with the deg herd yester-
day of the weekly newsstand at 22-24
Court st, in front of the City Hall and Annex. Technically it came down because it was in violation of the building laws and employees of the Public Buildings Department informed.

For 12 years it had been in the same spot and conducted by Tom Stagnitti.
COUNCIL BALKS AT TUNNEL BILL
Refuses Mayor's Request
To Indorse Harriman-Fay Measure

RUMOR NEW 'DEAL' HAS BEEN PROPOSED

Suspicion, based entirely on rumors that another East Boston tunnel "deal" has been proposed and that drastic changes in hitherto discussed locations of entrances are planned, led the city council yesterday to refuse Mayor Curley's request for endorsement filed by Henry I. Harriman and Frederic H. Pay. They were scheduled to appear Monday before the legislative committee to explain the new plan, if any, and to make legislation to accomplish the same ends.

The council asked Col. Thomas F. Sullivan, in an official capacity, to form a committee to investigate the matter if necessary.

Although Mayor Curley left the council entirely unbalanced by the character of the Harriman-Fay plan, which the committee on rules will not admit for consideration without the approval of the mayor and city council, it was reported last night that the plan was the $4,000,000 bill for the widening of Cross streets and the creation of a traffic circle in Haymarket square.

URGES CITY ACCEPT PARK IN WOBURN

Curley Would Convert 200 Acres Into Public Pleasure Ground

The mayor and councillors were informed by councilman Donovan that councilman Donovan had left in response to threats of the Bedford Property Owners Association to withhold a $4,000,000 bill for the widening of Cross streets and the creation of a traffic circle in Haymarket square.

The latest Harriman-Fay suggestion places the East Boston entrance to the tunnel on Cross street, considerably nearer to the district than the location designated in the plan accepted by ex-Mayor Nichols, who left the plan unaltered by the council.

It is understood that Mayor Curley's plan, which was the object of the Harriman-Fay plan, was to be presented to the mayor and city council yesterday, but the council refused to endorse it.

In recommending the plan of the East Boston entrance on Cross street between Maverick and Porter streets, Mayor Curley pointed out that the plan was the same as the Harriman-Fay plan, which was the object of the Harriman-Fay plan, and that it would place the entrance in a public place.

The council asked Col. Thomas F. Sullivan, in an official capacity, to form a committee to investigate the matter if necessary.

The council also decided to hold a meeting at the city hall this morning to discuss the matter of the Harriman-Fay plan.

CLEARING DECKS FOR U. S. CENSUS

BEGINS TODAY

Record of Employment to Be Taken for First Time in Boston

The "little census," otherwise the annual police listing of every Boston resident, will start this morning. After 10 o'clock, when 1,800 patrolmen in uniform will start knocking on doors to inquire who dwells within, the city will begin to count its population.

This year for the first time in the city's history, a record of employment of each worker will be taken. In addition to obtaining the name, age, occupation, and place of occupation, the question will be asked, "Is the person now at work?"

At 9 o'clock tonight, listings, according to Superintendent Crowley's general order, will cease and the unfinished work will be resumed tomorrow morning.

CURLEY INTERESTED IN TUNNEL PROPOSAL

Mayor Curley and City Councilman Clement Norton, who requested that the unemployment census be taken, were interested in the proposal.

Two crosses on a card after a person's name will represent one case of unemployment. Complete population totals will be announced at the end of two weeks when the army of tabulators finish the clerical work.

Mayor Curley was in favor of getting an accurate census even though the "most colossal of all statistical projects," the United States census, will be held in the same time period.

Throughout the state today, 16 supervisors in charge of enumerating in their respective districts will put finishing touches in the way of last-minute instructions in the procedure. Every enumerator has been assigned a specific locality and will be personally responsible for every inhabitant therein.

TWO WEEKS' WORK

In two weeks 6,000 field workers have been engaged. Boston is expected to complete its tabulations within two weeks. As soon as a ward has been completely enumerated, that total will be given out at headquarters by either one of the two supervisors, Leonard Frink and Louis Sensale, in whose district the ward may be.
DEMOCRATIC SWEET OF STATE PREDICTED

Nearly 1800 Enthusiastic Party Workers at State Mayors’ Night Get-Together

Confidence that the Democrats would make a clean sweep in this State at the election next Fall was expressed by speakers at a Democratic Mayors’ Night get-together last night, at the Hotel Statler, when nearly 1800 Democrats from all sections of the State gathered to pay tribute to 19 chief executives of Massachusetts cities who served under the Democratic party.

Enthusiasm ran high at the gathering which marks the opening of the most ambitious campaign the Democrats have attempted in years. The fact that the State was carried by At Smith and U. S. Senator David L. Maloney at the presidential election, and the definite stand taken by Democratic candidates on the prohibition question were pointed to as favorable signs that Massachusetts will go completely Democratic this Fall.

Speeches Broadcast

The speeches of the guests were broadcast after 11 o’clock at night and the speaking continued until long after midnight.

The get-together was sponsored by the Democratic City Committee of Boston and the At Smith League of Massachusetts. Henry E. Lawler, chairman of the city committee, was toastmaster. The Mayors present included Michael A. Landers, Lawrence; J. Leo Sullivan, Peabody; John J. Murphy, Somerville; Patrick J. Duane, Waltham, and Philip J. Gallagher, Woburn.

There were delegations present from practically every Democratic club, city and town committee in the State. The speakers stressed the fact that the campaign must be started at once to ensure Democratic success and the method of procedure urged was to make certain that all potential Democratic voters in the State be listed in the work which starts today.

Mayor Curley’s Message

Mayor Curley was unable to attend, but sent a message, in which he predicted success for the Democratic party in the Fall. He said, in part:

“The same intelligent vision and unselfish, energetic work which made possible the placing of Massachusetts in the Democratic column for the great campaign of 1928, gives promise of repetition for the entire State ticket this year. The victory of 1928 is truly remarkable in view of the absence of a genuine economic issue in that campaign and can be traced to the work of organization, to the success of which the liberal women and men of Massachusetts contributed time, energy and money.

“The prospect for success in the State campaign this year, due to the four B’s, namely, Brookhart, bread and beer, is assured, provided that every person eligible for listing is listed and every person listed and eligible to vote is registered, and the voters so registered can be induced to go to the polls at the election and exercise their franchise.

“The Republican party in the campaign of 1928 regarded the question of what may take place during the remainder of the year, will be upon the offensive from the start, and with an electorate as intelligent as that which is to be found in Massachusetts they will be confronted with the impossible task of endeavoring to disclaim responsibility for industrial unrest and industrial depression, for which they alone are responsible.

“With harmony in the ranks and organization as a watchword, Massachusetts can be safely counted in the Democratic column.”

Keynote by Lawler

Mr. Lawler sounded the keynote of the evening when he blamed present conditions in this State on the Republican party. He charged that the G. O. P. was responsible for the scandalous situation created by the Garrett investigation. He stated that the success of the Republican party next Fall depends on the work done by party workers in listing and registering voters.

Ex-Mayor Edward W. Quinn of Cambridge, national committee man, said that the Democratic party is naturally encouraged by the success of Democratic Mayorality candidates in the 19 cities. He added that it was necessary that the party workers place all potential voters on the voting list. He said that the success of the Democratic party next Fall depends on the work done by party workers in listing and registering voters.

Ex-Mayor Fitzgerald Talks

Ex-Mayor John J. Fitzgerald blamed Gov. Allen and the Republican party for failing to organize the Tercentenary program. He said that the Republican Legislature has fallen down in its plans. He also charged that Gov. Allen had done nothing about the unemployment problem, except to write a few letters, which have gained few results.

Mr. Fitzgerald said that a survey should have been made and concrete plans taken to remedy the situation. He further charged that we are living in a machine age and that Gov. Allen “belongs to that crowd.”

He paid tribute to United States Senator David T. Walsh as the man who did the job in Washington when “Gillett ran away” and “came back to vote for those who opposed conditions which would help Massachusetts.”

Marcus A. Coolidge of Fitchburg made a brief announcement in which he said that, if the party is properly organized and registration is carried out, nothing can prevent the Democratic party from sweeping the State.

Mayor Murphy of Somerville was introduced as one of the chief executives of six cities which switched from Republican ranks to Democratic. It was pointed out that the other cities were Springfield, Lynn, Waltham, Woburn and Holyoke.

Democratic Senators at the meeting included Robert E. Bigney of South Boston; John P. Buckley of Charlestown; John J. Buckley of Dorchester; Joseph J. Mulhern of Dorchester; Charles W. Faulkner of Pittsfield.

Senator Joseph J. Mulhern of Dorchester, who was introduced as one of “the attackers of the police,” said nothing specific about the Garrett case, but indicated in his address that the Garrett investigation would bring about the election of a Democratic Governor.

Representative Roland S. Sawyer of Ware, a candidate for United States Senate, also spoke.

CONTRACTORS DENY HOSPITAL CHARGES

Dispute Report on Boilers at Long Island

In a communication to Mayor Curley yesterday, J. P. Dwyer Company, contractors who installed the new boilers and other equipment at the Long Island Hospital, fairly challenged the accuracy of statements made by Engineer Guy Emerson of the finance commission in his report of his investigation of Long Island hospital heating contracts.

James P. Dwyer told the mayor that Emerson was incorrect when he reported that his concern had just completed the installation of radiators on the ceilings of the “new nurses’ home” when a contract involving $750 was awarded to shift them to the walls.

Dwyer sharply criticized Emerson for “a discreditable story on an old building and a lecture hall.” The radiators were installed on the ceilings when the building was erected 10 to 15 years ago.

Dwyer also told the mayor that the Gen Test statement of Emerson that three boilers were removed from use during the coldest part of the winter because of the furnishing light, heat and power placed upon two new
which is due to law or rules, lies in the fact that the health commissioner can send a tuberculosis patient to the hospital, but cannot keep him there. Even though a patient is a hazard to family and community, he will not be walked out of the hospital the very next day, if he is able, and as a rule these incurables, or non-co-operatives, know well enough that he can leave.

Physicians Not Co-operating
There is no firmness enough in obtaining reports from physicians. The physicians are not doing what they should. The situation has not improved. The situation is the same as it was in 1928. The evidence now is that the physicians are taking this situation seriously. The Board of Health should know the places of tuberculosis without waiting for the death report. It is important to know who is infected, and to know more about the disease itself.

Referring to the decentralization of diagnostic work, Dr. Emerson pointed out that while there was only one clinic in Boston in 1928 there are twelve, at present, and the number of patients has grown from 1700 to 9000. But the clinics have not yet become recognized as the source of training and consultation that they really are. It seems difficult to persuade one doctor to think that he can learn anything from another doctor.

Fewer Bids than in 1925
In the matter of hospital accommodations for tuberculosis there is less now than there was in 1925, as there were 734 beds then and there are only 665 now, but that will be corrected when finally the new sanatorium in Malden is opened.

Referring to the Prendergast Preventorium, Dr. Emerson expressed the hope that the city will take it over, because the city would have the whole field from preventorium to the care of the chronics, and it certainly should see more than the mere prolongation of tuberculosis. There has been some reduction in the percentage of deaths from tuberculosis in Boston since 1925, but Dr. Emerson was unwilling to credit this to the hospital work: he said that general prosperity has had something to do with it, and there is a possibility that a little depression will cause the death rate to rise again. Yet there has been progress.

About the chronic disease situation, Dr. Emerson said there had been more progress, and there are more beds, and he recommended that the Boston City Hospital establish a unit for chronic disease. He did not consider Long Island satisfactory. He said he does not believe Boston will be satisfied with Long Island as the only place for chronic diseases. There is no reason for "discriminating against our grandparents," he said. The old folks are sent down to the island, because friends, while younger people are cared for on the mainland. There is no more reason, he said, for having separate hospitals for the cure of these chronic diseases as there would be for having separate fire departments. The City Hospital trustee could have a chronic disease branch. He declared that the City Hospital has been starved for a long time, with inadequate salaries, inadequate staffing. It should be a completely rounded institution.

CONTINUED

    Mass. General Hospital Negotiates for Charles Street Land

    WITHHOLD PROPOSED PLACE OF TRANSFER

Officials of the Massachusetts General Hospital have quietly started negotiations with the city to acquire the site of the Suffolk county jail on Charles street in order to obtain land to carry out their new building program. Should the plan be successful, the jail, erected in 1860, will be abandoned and a new institution erected on some other site.

In spite of the secrecy with which the proposed exchange of land is surrounded, it is known that the hospital officials are prepared to offer a trade for the jail site which will not be disadvantageous to the city. No inking of the location of the suggested new site of the jail has been permitted to become known.

LAND NEEDED
Hospital officials have admitted that additional land must be acquired to permit of the carrying out of a new building program which appears to include the substitution of hospital buildings for the structures which make up the jail.

Tentatively the hospital would not only gladly take over the jail site but would include land fronting on North Grove street, which now houses stables and yards of the department of public works, the North Grove street morgue and the fire station which houses ladder 24 and which will be abandoned when the new Bowdoin square station is completed.

The land now used for jail purposes covers 130,740 square feet and includes city property which fronts on North Grove street and which includes all of the land fronting on that thoroughfare, except the property at the corner of North Grove and Cambridge streets, already owned by the Massachusetts General.

Plans for the Charles street widening, announced Monday, provide for the taking of a portion of the jail property, including the site of the padded cell house for street purposes. The traffic circle at Cambridge and Charles streets will require the demolition of existing buildings on Cambridge street and along Charles street beyond the end of the padded cell building of the jail.

CONFERENCE WITH CURLEY
Hospital officials have talked over with Mayor Curley the possibility of obtaining the land now occupied by the public works department, the morgue and the fire station, thereby giving the hospital ownership of all land on both sides of North Grove street, between that street and Cypress street and the entire eastern side of Cypress street.

How far the agitation for the removal of the jail from Charles street has gone could not be learned, last night, but from the guarded statements which were made, it was obvious that persons interested in the Massachusetts General Hospital have taken advantage of the start of the Charles street widening to start a movement to place the jail elsewhere.

Plans for the conversion of Charles street and the enlarged park and recreation grounds between the street and the Charles river contemplate the transformation of the district into one of the beauty spots of Boston. The jail is regarded as a serious detriment to the neighborhood.

The city's plans for the $1,000,000 Charles street widening, it was revealed today, do not include assessment of betterments against owners whose properties border that street.

While the surroundings will be greatly improved and beautified, betterments will be waived because the widening is viewed as a traffic improvement benefiting the entire city, as well as the suburbs.

Land damages amounting to $655,900 were awarded last week to various owners today. If dissatisfied, they must sue in court for more, and, contrary to a practice of the past, which Mayor Curley has stopped, there will be no payment by the city pending the outcome of such litigation.

The Mayor does not intend to have property owners accept city money tentatively and use it to finance legal battles for more.

Buildings affected between Longfellow bridge and Craigie bridge, and between Cambridge and Leverett sts., must be razed within 60 days, or the city will put wreckers to work and assess the owners for the cost.
RE- ELECT BURKE AS SCHOOL HEAD

Committee, by 3-2 Vote, Gives Supt. Another Six-Year Term

SEE CURLEY VICTORY IN RE-ELECTION

Dr. Jeremiah E. Burke was re-elected superintendent of schools for a six-year term, last night, by a vote of 3 to 2 at a special meeting of the Boston school committee. His election ended a spirited campaign among the members of the school committee.

The vote was: For Dr. Burke—Dr. Joseph V. Lyons, Mrs. Elizabeth W. Pigeon, and William Arthur Reilly; for Arthur L. Gould, an assistant superintendent—Chairman Joseph J. Haven and Francis C. Gray, former chairman, Michael J. Downey, whose six-year term as assistant superintendent had expired, was re-elected without opposition.

After the election the school committee announced the receipt of a letter from the school buildings commissioner which said that Louis K. Rourke, superintendent of construction, had restated a budget and appropriation order submitted by the school committee and found that $64,000 could be saved in building taxes. The school committee for this building program appropriated $815,750. The original sum desired was $972,750.

CURLEY VICTORY

The election of Dr. Burke was hailed as a distinct victory for Mayor Curley, who recently entered the controversy raging over school expenditures and, in a statement on expenditures, incorporated a rebuke to those who sought to oust him. Curley congratulated Mr. Downey on his re-election, and joked with Assistant Superintendent Gould about their "rivalry," and left to become the guest of honor at a small celebration.

Dr. Burke gave the following statement:

"Of course, I am pleased at this vote of confidence and I shall continue in the future as in the past to give my best efforts to the welfare of the 120,000 children entrusted to our care, and to the system as a whole. I would like to take this opportunity to thank the teachers' organizations, and the innumerable number of teachers who have expressed their loyalty and support in the past few days; and to express my thanks to my legion of friends throughout the city who gave repeated assurances of their confidence in me."

The letter from Richard J. Lane, chairman of school buildings committee, stated that $64,000 could be saved in building costs. The administrative costs of the department, $115,000, were declared reasonable.

Cost of erecting a six-room addition to the Harrington school in the Bennett district of Brighton at $195,000 was declared "unreasonable." After restating this matter, Mr. Rourke declared the work could be done for $132,000.

A $20,000 reduction was suggested in the cost of an eight-room addition to the Alexander Hamilton school in the same district, the cost of which was originally computed at $290,000.

Explaining the situation, the committee issued the following statement:

"Under existing law the Boston school building committee is authorized to appropriate this year for schoolhouse construction approximately $1,200,000.

"At the earnest solicitation of the board of commissioners of school buildings, the school committee has determined to appropriate this evening $915,750 of the amount authorized.

"The school committee appreciates that further delay would embarrass the department of school buildings which has for some time been prepared to begin its 1930 building program, and might lead to legal and financial difficulties for the city. But the committee is most seriously concerned with the inevitable and probable hardships that would result to many school children for whom new accommodations have been planned for next September. Among such accommodations are the following:

"The completion of a high school, now under construction, and a proposed intermediate school in the present high school building; additions to two elementary schools; and the equipment and opening of a new 40-room intermediate school.

"It goes without saying that the above mentioned program, which will also replace many portable classrooms, will eliminate the necessity of providing additional portables, and will insures to a large extent the type of housing to which they are irreplaceably adapted."

DR. BURKE CONGRATULATED

He greeted each assistant superintendent, congratulated Mr. Downey on his re-election, and joked with Assistant Superintendent Gould about their "rivalry," and left to become the guest of honor at a small celebration.

Dr. Burke gave the following statement:

"Dr. Jeremiah E. Burke was re-elected superintendent of schools for another six-year term at the meeting of the school committee last night. The vote was 3 to 2 in favor of the incumbent superintendent.

"The school committee, in their final decision, expressed their confidence in Dr. Burke's leadership and the direction he has given to the school system. They cited his successful implementation of educational programs and his commitment to the welfare of the city's children.

"Dr. Burke thanked the school committee and the members of the school board for their support. He pledged to continue his efforts to improve the educational system and to serve the children of Boston.

"In closing, Dr. Burke expressed his appreciation for the trust placed in him by the school committee and the city's residents. He looked forward to the next six years and the challenges that lie ahead.

EMERSON SCORES CITY FOR LACK OF CO-ORDINATION

Report Made to Meeting of Boston Health League—Some Improvements Recognized

By Bernard Peterson

Returning to Boston at the invitation of the Boston Health League, Dr. Charles H. Emerson of Columbia University has checked up on the way Boston health agencies have carried out the recommendations he made after his surveys here in 1926 on the tuberculosis situation in the city and the prevalence and care of chronic diseases in the City and State authorities as well as private social agencies. He found that there had been some progress, but there was still a need for improvement in many areas.

Emerson noted that the city had made some improvements, but he also pointed out areas where more work was needed. He called for better coordination among the various agencies and a more unified approach to the problem of health care.

Arthritis Controllable

Doctors Indifferent

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By Bernard Peterson
RE-ELECT BURKE BY 3-2 VOTE
Mrs. Pigeon Casts the Deciding Ballot for School Head
FOUR MEN ON BOARD HOPELESSLY DIVIDED
Final Action Follows Long Controversy in Private

Superintendent Jeremiah E. Burke, 63, for 24 years connected with the Boston public school system, was re-elected last night by the school committee for another six-year term by a vote of three to two. The committee conducted a heated controversy behind closed doors for nearly three hours, unable to reach a unanimous decision.

The vote of Mrs. Elizabeth W. Pigeon, only woman member of the committee, swung the battle to Superintendent Burke. It has been known for some weeks that Chairman Joseph J. Hurley and Francis C. Gray were adamant in their stand that Superintendent Burke should be re-appointed.

The four men members of the committee went into the open meeting last night by appropriations passed last night by the school committee, totaling $900,000, new buildings will be erected at once replacing many portable schools, eliminating the necessity of providing additional portables and ensuring to a large number of school children the type of housing to which the school committee declares they are rightly entitled. The programme calls for the completion of a high school now under construction, a proposed intermediate school in the present high school building, additions to two elementary schools and the equipment and opening of a new 40-room intermediate school.

A statement of the school committee, in part, was as follows:

"Under existing law the Boston school committee is authorized to appropriate this year for school house construction approximately $2,000,000. At the earliest session of the Board of Commissioners of School Buildings the school committee has determined to appropriate this evening approximately $900,000 of the amount authorized."

Brighton Schools Profit

"The school committee appreciates that further delay would embarrass the department of school buildings which has for some time been prepared to begin its 1931 building programme, and might lead to legal and financial difficulties for the city. But the committee is most seriously concerned with the inconvenience and probable hardships that would result to many school children for whom new accommodations have been planned for next September."

"The appropriation of $900,000 calls for the expenditure of $7,000 to purchase equipment for the 36-class room at Brighton High School, $50,000 to finish grading in front of this high school. $131,000 for the construction of a six-class room addition to the Harriet A. Baldwin School in Brighton. The School Building Commissioners lopped $14,000 off the figure asked for by the committee for the Brighton High School."

Claim Saving of $64,000

A sum of $50,000 is included for the construction of an eight-room addition to the Hamilton School in Brighton. The School Building Commissioners knocked it down from $200,000. For the construction of a 12-class room elementary building in Revere, in the Charles Summer District, $105,000 was appropriated for land.

For the construction of an annex in the Micheleangelo Intermediate North End, $15,000 was appropriated for the construction of a six-class room addition to the William Bradford School in Dorchester $104,000 was appropriated for the equipment of the Solomon Lewenberg Intermediate School in Dorchester. The Board of School Building Commissioners, who approved these figures, claimed they made a saving of $64,000 over the original estimates of the school committee.

Superintendent Burke Thanks His Supporters

Superintendent Burke was jubilant when informed of his reappointment a few minutes later by members of the press. He issued a short statement of thanks for the support of his friends.

Governor and Mayor Speak to Convention Tonight

Committee meetings were the only events on the program of the American Physical Education Association today, preparatory to the opening session of the 35th annual convention, which will be held this evening in the Hotel Statler.

This morning the national rules committee for girls' basketball held a meeting. Up to noon no definite action on any of the rules had been taken, it being stated by the chairman that the meeting must continue until about 4 this afternoon.

For 4 o'clock this afternoon a meeting of the rules committee on national achievement standards was scheduled. This evening the convention opens with addresses by Gov. Allen, Mayor Curley and Dr. Ephraim W. Manoney, president of the American Physical Education Association, Carl S. Schrader, State supervisor of physical education, will preside. After the meeting there will be dancing until midnight. In the receiving line will be Miss Eleanor H. Scanlon, Miss Mabel Lee, Dr. Jesse Williams and Carl Schrader.

TWO REAPPOINTMENTS MADE BY MAYOR

Edward T. Kelly yesterday was re-appointed principal assistant and Mrs. Colin W. McDonald was re-appointed election commissioner by Mayor Curley.

START CLEANUP OF CITY'S BATHHOUSES

In preparation for the municipal bathing season, which starts on June 1, it is provided that an earlier hot spell does not cause Mayor Curley to order the city bath houses and beaches opened sooner, a corps of park department workers yesterday started to paint up and clean up for the millions who will take a dip at the public pool during the tercentenary year.

At the dozen public bath houses in the city, workers with soap and water cleaned the buildings from top to bottom before the painters arrived with the brushes, and the carpenters began to repair the damage left by winter storms.
The solid gold medallion, emblematic of the achievements of the noted explorer in the Antarctic, will be presented to him June 16 by Mayor Curley. The Latin inscription is: "Let him bear the palm who deserves it."

Boston to Give Byrd Gold Medal
At Huge Reception Here in June

A solid gold medallion, rectangular in shape and measuring three by four inches, will be the gift of the city of Boston to Rear Admiral Richard E. Byrd when he will be the guest of the city June 16 or 17.

Until it is definitely known when Admiral Byrd will be able to reach Boston, only tentative plans for the celebration will be made. It is possible that he will not arrive until June 17 and in that event the reception to him will be merged with the unusually elaborate observance of Bunker Hill day in Charlestown.

Mayor Curley is assuming that Byrd will reach Boston June 16 and preliminary plans provide for a celebration which will reach its climax in the Charlestown armory in the evening where the official presentation of the medallion will be made by Mayor Curley.

In addition to Rear Admiral Byrd and Mrs. Byrd, who lives at 9 Brimmer street, Mayor Curley is planning upon entertaining the explorer's mother, Mrs. Elizabeth B. Byrd of Winchester, Va., and his brother, Ex-Gov. Harry Flood Byrd of Virginia.

If the reception is held June 16, Byrd, who is expected to fly from New York, will be formally greeted at the East Boston airport. Following the ceremonies there, he will be escorted through Chelsea and Charlestown to the Common and will be the guest at a public reception at the Parkman bandstand or at a special stand on the slope in front of the Soldiers monument.

Mayor Curley is assuming that Byrd will reach Boston June 16 and preliminary plans provide for a celebration which will reach its climax in the Charlestown armory in the evening where the official presentation of the medallion will be made by Mayor Curley.

A Byrd reception committee, of which W. Irving Bullard is chairman and Theodore O. Holcombe, secretary, will co-operate with Mayor Curley in arranging the program.

and he intends to make good his promise.
WHERE THE MONEY GOES

The budget submitted by Mayor Curley to the City Council invites consideration of the increasing costs of city government. In any thriving city increases are to be expected, and, in our way, may be accepted as an index of prosperity. The question for consideration is whether the increases are excessive or reasonable, whether the taxpayers are obtaining value received for their investments in the municipality as a going, a growing concern.

Exact comparisons between departments are almost impossible on account of changes in the organization, emergency appropriations and other non-recurrent factors. A comparison of appropriations shows the trend, however, and all in all is a satisfactory basis, although all the money appropriated in a year may not have been in all cases expended in that year. Once adopted the appropriations determine what the tax rate is to be.

The Boston figures before us cover a period of sixteen years, from 1913 to 1929. Always it must be borne in mind that a dollar meant one thing in the pre-war times and means quite a different thing now. For the Police Department, the appropriations in 1913 amounted to $2,500,000, in 1920 $3,700,000, in 1927 $8,550,000, and last year $5,922,000. In the budget now submitted this appropriation is $6,142,000.

For the Department of Public Welfare the appropriation in 1913 was the small sum of $180,000. It was almost a million in 1920, almost two millions in 1927, nearly two and a half in 1929; and the new budget calls for $2,755,000. Here is the story of the Park Department: in 1914 the appropriation was $615,000, in 1917 more than a million, and in 1926 it climbed well toward two millions. The next year there was a small recession in spite of the fact that 1927 was a 13-month year and 1928 a fiscal year of eleven months. Last year the appropriation aggregated $1,939,000. For this year there is asked $1,817,755, which may be compared with $1,796,779 for 1929.

Continuing: the appropriation for the Public Works Department in 1913 was $4,727,000, in 1917 it climbed over the five-million mark, and in the long year 1920 it went above even millions. In the long year of 1926 the total was more than nine millions, and in 1929 it lacked only $3,800,000 of $9,000,000. Precise figures for this year are not available because the General Court has not yet taken final action on the Mayor's petition to borrow $10,000,000 outside the debt limit for the repair of streets, and therefore the present appropriation of $8,000,000 included for that purpose only $250,000.

For the Fire Department the total appropriations in 1914 in round numbers were $2,000,000, in 1920 over $3,000,000, in the thirteen months of 1926 over $4,000,000, and last year more exactly the sum was $4,610,611. For 1929 there is asked $4,670,000. For the Hospital Department the appropriations have gone up from $597,000 in 1913 and a little more than a million in 1920 to $3,981,000 last year, and a recommendation of $2,924,000 for 1930. In the charge for the State tax, there are bound to be wide fluctuations. The amount was nearly $4,000,000 in 1913, and it leaped to more than $8,000,000 in 1919, but that included $3,000,000 for the Elevated. In 1920 it was over $6,000,000. Last year it was down to $4,215,000. We shall not know for some months yet what it will be for this year, but a reduction is looked for, as the Governor in his message called for a reduction in the total State tax.

The Schools are a very heavy charge. In 1913 the appropriations for maintenance and new buildings were $3,584,000; in 1920, $12,527,000, last year $19,646,000. The budget for 1930 is not yet passed. The presumption is that it will be about $5000 higher. The budget of 1929 included, by the way, under maintenance administration, $1,737,000, which were out of the control of the School Committee.

It is very easy to go astray in dealing with these school expenditures. But one or two points of special interest may be mentioned. The big increases in some of the departments are largely a matter of personnel, that is, there are more persons on the payrolls and the salaries are greater. Thus, in 1916, the largest single group of teachers, those of the Elementary grades, had minimum salaries of $800 and maximum salaries of $1,176; those salaries now are respectively $1,248 and $2,304. It is a matter of expert calculation that between 1916 and 1929 the expenditure on maintenance in the various city departments, exclusive of the schools, went up 120 per cent. The corresponding increase for the schools was 160 per cent.

And now the grand totals, making no account in detail of the departments mentioned above. The total for 1913 was $31,102,075; for 1920, $50,633,194; for 1924, $56,645,411, and last year $71,171,386. We do not know yet what it may be this year, but we should bear in mind that last year the city began with about $2,750,000 free cash in the treasury, and this year there was only $750,000 at hand.

STANDING IN BUSES

For several years the Boston City Council has forbidden the Elevated to permit passengers to ride standing in buses. This restriction is much more rigid than that ordered by the State Department of Public Utilities which prevails in most Massachusetts communities, including all the cities and towns, except Boston and Cambridge, in which the Elevated operates. The state regulation allows a standing load of not more than 25 per cent of a bus's seating capacity, a proportion that was fixed with careful consideration for both public safety and a fair return in earnings to the bus operator. The rule was established in 1928 and nothing has occurred in the subsequent four years to show that the department's decision was unwise.

The Elevated has now asked the City Council to liberalize its ordinance so that it will be consistent with the general practice. The petition is based not only on the opinion of transportation experts but on the actual desires of the bus-riding public. Although the Elevated has sincerely endeavored to live up to the requirements of the ordinance, patrons naturally insist on boarding buses when they see plenty of standing room and expect to ride only a few blocks. The old protest, which greeted the introduction of one-man trolleys, has again been raised that a repeal of the ordinance would endanger passengers' lives. There is no evidence that bus riders in communities where the state regulation is observed have been exposed to serious perils.

The City Council should bear in mind that El deficits eventually come out of the public treasury. The Council will not offend the people of Boston by granting the petition.
BURKE PLEASED AT RE-ELECTION

Declares He Will Give His Best as Superintendent of Boston Schools

Pleased at the confidence shown in him by his re-election as superintendent of schools, Dr. Jeremiah E. Burke declared that he will continue in the future as he has in the past "to do my best efforts for the welfare of the 120,000 children entrusted to our care and to the system as a whole."

He thanked the teacher's organizations, and the great number of teachers who expressed their loyalty and support. Also to "my legion of friends throughout the city who have given assurances of their confidence in me."

Dr. Burke was re-elected by a vote of 3 to 1. It was hailed as a distinct victory for Mayor Curley, who recently entered the controversy over school expenditures and rebuked those who sought to oust Burke. The mayor and Mrs. Pigge, the latter casting the deciding vote for Burke, have been political friends for years. It is believed the mayor used his influence to carry the vote for his friend, the superintendent.

After the election, the school committee announced the receipt of a letter from the school buildings commissioners which said that the nomenklature K. Reilly, superintendent of construction, had reduced a budget and appropriation order submitted by the committee and found that $64,000 could be saved taxpayers.

The school committee for this building program approved $315,750. The original sum desired was $377,050.

MORE CASH FOR SCHOOLS URGED

Committee Would Increase Building Program by $3,800,000

Another school building program calling for $3,500,000 to add to funds now available, was presented to the legislative committee on municipal finance by the Boston school committee today.

The program covers one year and the sum requested would make a total of approximately $5,300,000. It takes the place of the original 3-year program which called for $14,000,000.

Chairman Joseph J. Hurley of the school committee agreed with the suggestion of Senator Frank W. Osborne of Lynn, chairman of the committee, that the Boston finance committee should inspect the program before the legislators give it their approval. Hurley said that the program would fund high, intermediate, and elementary schools and would eliminate further use of portable buildings and rooms unit for classes.

Eliminate Portable Schools

The Municipal Finance Committee was told that if the building program in put through additional high, intermediate, and elementary school facilities will be provided to such an extent as to remove the necessity of adding further portable schools in other rooms which are not suitable for school purposes.

The School Committee presented a statement showing the balances for general school purposes have fallen from $30,000,000 in 1920 to $27,000,000 in 1923. At present $6.75 per $1000 of the city's valuation is allocated for general school purposes and the committee wants an additional 20 cents. The legislators were told that the School Committee figure on the assumption of the cent, that it only seven cents is allowed now and the graduated increase in teachers' salaries.

The Improvements Proposed

Schoolhouse improvements which would be made if the $3,800,000 appropriation is allowed follows:

- Lawrence Parkman District, Forest Hills: Plans and construction of a 13-room high school building for $3,800,000.
- Francis Parkman District, Forest Hills: Plans and construction of a 13-room high school building for $3,800,000.
- Lawrence District, South Boston: Land and plans for a 13-room elementary school building for $3,800,000.
- North Dorchester District, East Boston: Construction of a 13-room elementary school building for $3,800,000.

PORT AUTHORITY ASKS TO BE FREED OF CIVIL SERVICE

At a hearing yesterday before the Legislative Committee on Civil Service members of the Board of Boston Port Authority urged that the board be given power to select its employees from persons other than those on the service lists.

Charles E. Ware Jr., a member of the board, declared that, "If the work of his organization is to be successful it is necessary that it secure the services of experts employed by similar boards in other cities. He pointed out that such power has been given the recently created Metropolitan Transit district.

Charles E. Kirstein, also a member, referred to the necessity of having a personnel of experts who could function properly at all times. He said the Legislature could not expect the board members to continue devoting a great deal of time and energy to the problems before them if they are to be handicapped by a staff which is not as efficient as might be secured.

Others favoring the bill were Richard Parkhurst, secretary of the board, and Senator Henry Parkman of Boston.

The bill was opposed by Arthur Brooks, representing the Civil Service Association. He contended that the city's passage would create a precedent and other commissions would ask the same power.
Sinister Spot

Photo-diagram of the killing of Mrs. Lillian Emin, bride, at "Death Crossing," West Roxbury. In effort to catch an inbound surface car she was struck by an out-bound car. Residents have long protested that street lighting there was insufficient. Mayor Curley yesterday ordered adequate electric lighting installed along the boulevard.

The fifth fatal accident within three years at Washington st. and Washington Heights ave., in the Germantown section of West Roxbury, now lends its added emphasis to the local title, "Death Crossing."

The latest victim was Mrs. Lillian Emin, 23, a bride. According to accounts of the tragedy Mrs. Emin was trying to catch an inbound one-man surface car. Her sister crossed both tracks ahead of her safely. But Mrs. Emin was struck by an out-bound one-man surface car and was crushed to death.

A year ago the Germantown Citizens' Association appealed to former Mayor Nichols for better lighting at this crossing.

Soon after the death of Mrs. Emin the protest of the Germantown Citizens' Association was renewed with immediate action yesterday by Mayor Curley. He ordered high-power electric lights installed along the boulevard, making it practically a "White Way."

Action is on foot, as well, to obtain two traffic signal lights for this "Death Crossing." With these improvements it is hoped the sinister title will cease to apply.

White Way at Death Corner
Curley Order

Roused to action by the fifth fatality in three years at "death crossing" in Germantown, May-

Dr. Burke Wins

DR. JEREMIAH E. BURKE has been re-elected superintendent of Boston schools.

That is as it should be.

A few weeks ago there were hints that Dr. Burke would not be chosen again to head our school system. The Boston Traveler believed that any such move was ill-advised. We know Dr. Burke. We know his personal and public history. We expressed faith in Dr. Burke and confidence in his ability. We strongly advocated his re-election.

We find now that the majority of the members of the school committee think as we do. They have renamed Dr. Burke for a six-year term.

That problem has been settled. Now let everybody buckle down and work together for the future of Boston, which is in their hands.
SUPT OF SCHOOLS
BURKE REELECTED

Committee Is Unanimous
After 3-to-2 Vote

Saving of $64,000 in Schoolhouse
Budget by Commission

Dr Jeremiah E. Burke was unani-
mosly reelected superintendent of
schools at a special meeting of the
School Committee last evening. After
a lengthy conference, at which fol-
lowing the election of a superintendent
of schools and plans to care for the build-
ing program during the coming year
were discussed, the board held the
open meeting.

Chairman Joseph J. Hurley took up
the matter of the election of a superin-
tendent first, stating that under the
rules a superintendent was elected in
April, 1906, to serve for six years, be-
ginning Sept. 1, after the election, and
that a superintendent be elected every
six years thereafter, therefore one
would be elected by a rollcall vote.

Two ballots were taken. In the first
William A. Reilly, Mrs Elizabeth W.
Pigeon and Dr Joseph F. Lyons voted
for Dr Burke, Joseph J. Hurley and
When Dr Burke was declared elected
Mr Gray and Mr Hurley asked to
change their votes to make the election
unanimous.

One Young Woman Cries

Immediately after the committee ad-
journed Dr Burke was congratulated
by all the members, by Miss Ellen M.
Gruftin, secretary of the board, and by
the young women in the offices. One
young woman of the clerical staff
cried with joy.

While the meeting was in session an-
other anxious group waited in the low-
hall—the members of the board of
education, who were receiving a total of $940
military relief fund, have been given
jobs as laborers in the public
works department by Mayor Cur-
ley. The mayor stated that the city
will not only save this money in
the next three months, but that
the men will be given the
opportunity of earning $30 a week. He
declared that they preferred to
find employment.

Asst Supt Michael J. Downey was
unanimously reelected for a six-year

Saving of $64,000

The board appropriated approximately
$290,000 to carry on the immediate
work of schoolhouse construction, to
care for the children in portable houses
and to complete and furnish additional
school buildings.

The action taken by the Commissi-
on School Building, on the proposed
budget of the School Committee, re-
sulted in a saving of about $64,000.

A communication from Richard J.
Lane, chairman of the Board of Com-
missons, on School House Building,
stated that an appropriation of $175,000
for a six-room addition to the Harriet
A. Baldwin School, Bennett District,
Brighton, had been restyled by Supt
of Construction Louis K. Rourke, was
reported that this amount could be con-
siderably reduced. The board believes
$125,000 more reasonable.

An eight-room addition to the Alex-
ander Hamilton School, Brighton, to
cost $200,000, was also restyled by Mr
Rourke and a reduction of $20,000 rec-
commended by the board.

Dr Burke's Statement

When asked for a statement on his
reelection, Dr Burke said: "Of course,
I am pleased at this vote of confidence.
I shall continue in the future as in the
past, to give my best efforts to the
welfare of the 120,000 children en-
trusted to my care and to the system
as a whole.

"I would like to take this oppor-
tunity to thank the teachers' organi-
zations and the innumerable number
who have expressed their loyalty and
their support during the past few days.
and to my legion of friends throughout
the city who have given repeated as-
surances of their confidence in me."

MAYOR DOUBTS
PROPOSAL FOR
NEW JAIL

Suggests A New Exchange
of North Grove St. Properties
With Hospital Trustees

Mayor Curley today, in reply to
the Massachusetts General Hospital was eager to acquire
the entire Charles st. jail site, said
he did not think the hospital trust-
erees would be willing to spend ap-
proximately $1,000,000, the cost of
a new jail at another location.

To train traffic circle at Cam-
bidge and Charles st. will take the
paddded cell building of the jail, and
the city planned to build a new one
on the site of the city stables, Fruit
and North Grove st.

The mayor said today the best
d solution to give the jail ample
quarters and also satisfy the hos-
pital trustees, who have certain
aims for extensions, would be to
let the hospital have all city prop-
erty fronting on North Grove st.

The city then could build a new
paddded cell jail building on a nar-
row strip in the rear of the North
Grove st. lots.

This would wipe out the city
stables, public yards, and fire sta-
tion on North Grove st., which the
hospital would be expected to pro-
vide for elsewhere, while the city
would provide a new morgue.

The entire project is linked with
the $1,000,000 Charles st. widening.

War Vets Get Work
on City Projects

Twenty-six World War veterans
who were receiving a total of $940
a month from the municipal sol-
diers' relief fund, have been given
jobs as laborers in the public
works department by Mayor Cur-
ley.

The mayor stated that the city
will not only save this money in
the soldiers' relief department dur-
ing the next three months, but that
this will be given an opportuni-
ty of earning $30 a week. He
declared that they preferred to
work, but had been forced to ap-
peal to the fund only after they
had gone long without being able
to find employment.
ORAL VOTE BREAKS LONG DEADLOCK OF BOARD

Downey Renamed Assistant; $900,000 Appropriations for Buildings Voted

Supt. Jeremiah E. Burke was re-elected as head of the public school system at a special meeting of the school committee last night. At the same time an appropriation of more than $900,000 for school construction and equipment was authorized.

Burke's election followed a three-hour secret session. This conference resulted in a deadlock which was broken at the public session only after an oral vote.

Mrs. Elizabeth W. Pigeon, William A. Reilly and Dr. Joseph V. Lyons voted in favor of Burke. While Francis C. Gray and Chairman Hurley voted for Arthur L. Gould, of the Board of Apportionment. Burke was declared elected under the majority vote rule.

MADE UNANIMOUS

On motion of Gray, the vote to return the 63-year-old superintendent to his $12,000 a year job was made unanimous. The term begins on September 1 and continues for six years.

An impromptu reception for Burke was held in his office by members of the Board of Apportionment and friends. Arthur L. Gould, his former opponent, extended his well wishes.

Assistant Supt. Michael J. Downey was also unanimously re-elected to another six-year term immediately after the selection of his chief.

The sum made available for school construction and equipment is $4375. This represents a slash of $64,000 from the figure originally set as necessary in the tentative budget submitted to the School Buildings Commission.

APPROPRIATIONS CUT

The appropriation for a six-classroom addition to the Harriet W. Baldwin school in Brighton was cut from $175,000 to $131,000. The sum of $20,000 was cut from the $200,000 estimate for an eight-room addition to the Alexander Hamilton school, also in Brighton.

Items which remained untouched include: $115,000 for administrative expenses of the Department of School Buildings; $75,000 for complete equipment of the new high school for boys and girls in Brighton, and $85,000 for grading.

ASK FREE REIN TO INSURE SUCCESS

Lone Objector Cites Danger of Creating Precedent by Shifting Appointment Control

Allowing the Boston port authority the privilege of selecting its employees free from civil service interference was urged by members of that body at a hearing today before the legislative committee on civil service.

If the work of the organization is to be successful, Charles E. Ware, Jr., told the committee, it is absolutely necessary to secure the services of experts capable of competing with those of similar boards in other cities of the country. The local port authority, he declared, should not be hindered in its appointments by having to take men from civil service eligible lists.

The Metropolitan Transit District, he added, has been allowed freedom in this respect.

Louis E. Kirstein, another member of the board, drew the committee's attention to the fact that the port members have many other interests and for this reason it is imperative that the employees should be of high caliber and be able to function properly at all times. He said it would be unreasonable to expect the port authority members to continue devoting a great deal of their time and energy to port problems if they are to be handicapped by a staff not as efficient as could be secured.

Richard Parkhurst, secretary of the board, said Senator Crysler, Parkman, Jr., favored the change.

The single objector was Arthur Brooks of the Massachusetts Civil Service Association. He said that if the request was granted it would create a precedent for other committees to base similar action on.
School Building
Program of Year
Now Requested

Boston Committee Seeks Legis- lative Right for Appropriation of $3,860,000

The Boston School Committee today presented to the legislative committee on Municipal Finance a request for legislation authorizing a school building program for one year, which, excluding other requests for appropriation for the same purpose, would amount to $3,860,000. If the legislation is enacted the school committee will have available for construction purposes approximately $5,000,000, the difference being represented by the other request mentioned.

Senator Frank W. Osborne, chairman of the municipal finance committee, suggested that before the new proposal is considered by his committee it be turned over to the Poston Finance Committee for its inspection, inasmuch as that body would be interested in the subject.

Chairman Joseph J. Hurley of the school committee agreed to the suggestion, although he qualified his endorsement by remarking that the request made by the committee to a degree relates to educational questions, such as the necessity for the construction of given buildings, but, he added, matters relating to construction costs certainly come within the scope of the Finance Commission's duties.

The municipal finance committee was told that if the building program is put through, addition high, intermediate and elementary school facilities will be provided to such an extent as to remove the necessity for the construction of given buildings, but, he added, matters relating to construction costs certainly come within the scope of the Finance Commission's duties.

Mayor Will Lay House Cornerstone

The cornerstone of the new West End fire station in Bowdoin square will be laid by Mayor Curley at 1 o'clock on Monday afternoon. No pretentious exercises are contemplated but Fire Commissioner McLaughlin will prepare a program which will take thirty minutes.

Old Ferryboat
Sells for $703

Declined to be disposed of as junk, the municipal ferryboat General Sumner, built at East Boston thirty years ago at a cost of $80,000, today was sold at public auction to David Fenehan for $703, about a fourth of the original asking price placed by the city. This was the second time the ferryboat was offered for sale. The previous auction, on Feb. 26, was halted when the auctioneer failed to get a bid reasonably near the $200 upset price. In order to facilitate the sale, the price placed for today's auction was reduced to $75 and the few bidders present gradually raised their offers from the original bid of $100. The sale was conducted by Edward W. oye.

The General Sumner was the last of the wooden boats in the service to and from East Boston. It has been estimated that during the thirty years' service she carried approximately 50,000,000 passengers.

By order of the city council she is to be replaced by a modern ferry to be constructed at Quincy at cost of $525,000. It is planned to have the new boat ready for service by 1931.

TRAVELER 4/2/30

OLD FERRY IS
SOLD FOR $703

Gen. Sumner Has Carried
50,000,000 Passengers
in 25 Years

The old North ferry, Gen. Sumner, went under the hammer today, and was sold for $703. The city craft, it is estimated, has carried 50,000,000 passengers across the harbor.

The buyer is David Fineberg of 165 North ferry on Border street, East Boston, and had three bids, was a bit livelier than that of several weeks ago, when there were no bidders. The first bid was $440, and the third bid, which was accepted, $703. A score of persons attended.

LIVELIER BIDDING

Today's auction, while bringing only three bids, was a bit livelier than that of several weeks ago, when there were no bidders. The first bid was $440, and the third bid, which was accepted, $703.

Ryan Sends Thanks
of World League

Official thanks of the World League of Cities, William A. Ryan, mayor of Boston, today were mailed to Tokyo, Japan, for shipment of 500 cherry trees, execute her for the tercentenary. The trees are Japan's gift to the city presented by the Japanese Society of Boston in charge of Mayor Curley.

They will be planted Arbor Day, April 28, at the Public Garden and Jamaica Pond.
Mayor Gets Few Golf Tips

Mayor Curley was given a few tips to improve his golf game by Horton Smith (on right) Joplin, Mo., a professional golfer, at the Copley Plaza. Smith had rushed to the Hub by plane from Augusta, Ga., to participate in the golf show at the Copley Plaza.

Allen Signs Boston Home Rule Bills

Gov. Allen yesterday signed the bill which takes away from the State Civil Service Commission the authority to approve or reject appointments to office by the Mayor of Boston. The bill became effective at once.

Curley Free to Appoint Own Choices

Approved by both Civil Service Commissioner Elliot H. Goodwin and Chairman Frank A. Goodwin of the Boston Finance commission, the bill repealing the law subjecting appointment of City of Boston department heads to approval by the civil service commission, was signed yesterday by Governor Allen.

Commissioner Goodwin held that the present law interfered with the responsibility of the Mayor to the voters of the city, and that it permitted the mayor to pay political debts by appointing men with the expectation that the Commission will reject them, thus permitting him to make a new appointment and yet receive credit also for the first.

Chairman Goodwin argued that the present law was a delegation of power to three inen, in all probability not experts, to determine whether appointees were qualified for office which might call for expert knowledge; that it has created irritation because of interference with local self-government, and does not serve the purpose intended because pending confirmation of an appointment the Mayor is authorized to designate any head of a department to run also another department during his whole administration.

The bill authorizing the city of Boston to establish and maintain an official thoroughfare plan, petitioned for by Representative William M. McMorrow of Boston, also was signed yesterday by Gov. Allen. The act is permissive in character and is not effective unless accepted by the Mayor and City Council of Boston. It provides for preparation of a plan by the City Planning Board, the Board of Street Commissioners and the Board of Park Commissioners, to include a system of major traffic streets, express roads and major traffic parkways, to meet future as well as present traffic needs in so far as they can be reasonably determined. Its adoption by the Mayor and City Council is expected to do away with piecemeal developments which have proven expensive in the past.

FULLER SCHOOL ADDITION CONTRACT IS AWARDED

Mayor Curley today awarded a contract approved by the Department of School Buildings for an addition to and alteration of the Margaret Fuller School in Jamaica Plain. The contract went to M. S. Spinelli, lowest bidder at $67,300.

Book Censorship Changed

The State book censorship bill was signed yesterday by Gov. Allen. It allows greater latitude in determining through the expression "a book which is indecent."

Other bills signed by the Governor provide for more band concerts under the Metropolitan District Commission during the tercentenary year, and enlarge the authority of the special commission to investigate laws relative to dependent, delinquent and neglected children.

Another bill signed requires registration of foreign charitable corporations before acting in the State, those corporations to make report to the State

MAYOR TO LAY FIRE HOUSE CORNER STONE ON MONDAY

The corner stone of the new fire station at Bowdoin Sq will be laid by Mayor Curley at 1 o'clock next Monday afternoon. The box for the corner stone is now in the possession of Supt. Williamson of the Fire Department.

Mayor Curley plans to place daily newspapers, some coins and something connected with the tercentenary in the box.

COPLEY PLAZA 4/3/30
DR. MAHONEY TO WAR ON SMOKE

Declares His Inspectors Will Put a Stop to Nuisance Here

CURLEY TO AROUSE PUBLIC SENTIMENT

By M. J. ROSENAU, Jr.

Dr. Francis X. Mahoney, commissioner of health, yesterday declared that his force of inspectors will put a stop to the smoke nuisance in Boston, whether or not the city council is empowered to pass an ordinance to enforce smoke abatement.

Mayor CURLEY ACTS

Ordinance or no ordinance, Mayor Curley is convinced that Boston can do much to relieve the economic loss and the possible health menace which unnecessary smoke entails, and has indicated that Mr. Silverman's advice imposes no obstacle which the present municipal administration cannot "take in stride."

GOING AFTER THEM

Dr. Mahoney, at the conclusion of the conference, placed the services of his 40 sanitary experts at the disposal of the movement for smoke abatement. "It seems to me," he said, "that if the inspectors of the various municipal departments which come in contact with the situation—the fire department, public safety, health and do not require statutory backing, to do our job. We're going after these fellows whose chimneys are smoking and put a stop to it. There are plenty of means which do not require statutory backing, to make people observe the natural laws of common decency."

Leaders of the smoke abatement movement, meanwhile, are girding for a battle with the situation, the fire department, and the do not require statutory backing, to do our job. We're going after these fellows whose chimneys are smoking and put a stop to it. There are plenty of means which do not require statutory backing, to make people observe the natural laws of common decency."

BALANCES FALL

The school committee presented a statement showing that the balances for general school purposes have fallen from $630,555 in 1926 to $278,168 in 1929. At present $9.67 out of every $1000 of the city's valuation is allotted for general school purposes. The committee wants an additional 30 cents.

The school committee has figured so closely in computing its 30-cent estimate that out of it only seven cents is allowed for normal expansion and gradual increase in teachers' salaries.

Chairman Joseph J. Hurley of the school committee agreed to send his request for the Boston finance commission for inspection. He said that if the program is followed, the city will be on such an extent to eliminate the need for any more portable school buildings.

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ACR $5,000,000 FOR SCHOOLS

Committee Files Request With Legislature for $3,860,000 Additional

PROPOSED BUILDING PROGRAM OUTLINED

The legislative committee on municipal finance yesterday received a request from the Boston school committee for legislation authorizing a school building program for one year requiring an appropriation of $3,380,000 in addition to other requests already made for the same purpose.

Favorable action on the proposed legislation will give the school committee approximately $3,000,000 for construction purposes.

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Favorable action on the proposed legislation will give the school committee approximately $3,000,000 for construction purposes.
AWARDS FOR WIDENING OF CHARLES ST.

Owners of 14 Buildings to Be Offered $655,809

Final plans were made yesterday for the tearing down of 14 buildings to make way for the widening of Charles street, between Cambridge and Leverett streets, and the construction of traffic circles at the Boston approaches to the Longfellow and Charles River Dam bridges. More than 200 residents of these buildings will have to find other lodgings.

LANDLORDS OFFERED $655,809

It was learned that the landlords will be offered $655,809 for their property today and that if they do not take it they will have to post a suit to ask for more. For Mayor Curley has ordered that there shall be no more "dickering" with real estate dealers. He has insisted that no payments on protest, legally known as pro tanto, will be given by the owners to use what the city offers with the understanding that they may go to court and ask for more. Contending that this old system permitted the property owners to use the city's money for the purpose of paying the expenses of suing the city, the Mayor has informed the Street Commission that no partial payments shall be made. The property owners, under this edit, must take the city's award or leave it, and retain counsel at their own expense.

No Assessments Levied

But as a special inducement, the property owners will not be required to pay any betterment assessments for the improvement to their remaining property resulting from the widening, as city officials have agreed that it is a traffic improvement which will benefit the entire city.

Starting this morning, the property owners will be given 60 days in which to remove their buildings. Unless they carry out the orders before the expiration of that period, the city will hire building wreckers to raze the structures and charge the bills up to the property owners.

Awards of Damages

In the award of damages which became known last night, Henry M. Williams and Elliott M. Henderson, trustees of the old Evans House property at 351 Cambridge street, at the corner of Charles street, will be offered $10,000 for 7,500 square feet of land and the old hotel, now occupied by the nurses and other

City Cannot Find Party It Wants to Pay $5460 To

Municipal land title experts, under the direction of Corporation Counsel Samuel Silverman, delved in the old records at the Suffolk Registry of Deeds yesterday in a vain hunt for a property owner to whom the city wants to pay $5460. The property is listed as "owner or owners unknown." It is in Gilson place, a strip of 455 square feet, which will be taken by eminent domain by the city in the construction of the $1,000,000 widening of Charles street.

WIDENING OF CHARLES ST.

ASHARDS FOR

OLD FERRY IS SOLD FOR $703

Will Be Stripped and Then Burned for Junk

Last veteran of the day of wooden ferries, the General Summer, for many years pride of the North Ferry, passed away yesterday the way of all those of kind--to the junkman.

Not even a single bidder could be found at a previous sale who would buy the ferry for an upset price of $250, so a new upset price of $300 was placed on her and yesterday she went under the hammer of City Auctioneer Edward W. Poye. Although more than 40 men gathered around Auctioneer Poye on the deck of the North Ferry veteran of the ferry service, only three bids were forthcoming. The first bid was $101, just $1 above the upset price. This offer was boosted a dollar and a representative of David Feinburg Co. of 155 Ter- street Roxbury, bid $351 and bought the vessel.

Feinberg stated that he would remove the old ferry from the East Boston slip in a few days and take it someplace, strip it and then burn the hull for what metal could not otherwise be taken out.

Acre for Traffic Circle

The traffic circle at Cambridge and Charles street at the end of Longfellow bridge will be over an acre in area and enclose the Cambridge avenue tunnel entrances. This traffic circle will be 245 feet in diameter, cutting into the Charles street jail yard, while the traffic circle at the junction of Charles, Leverett and the Nashua street extension will be 210 feet in diameter.

To make up for the 5,038 square feet of land and the locked cell for prisoners which will be taken from the jail, the Mayor plans to give Sheriff Kellher a slice of land in back of the jail formerly used by the city sanitary service, the morgue and the fire house on North Grove street.

The Mayor yesterday acceded to the proposal to sell the entire Charles street jail property to the Massachusetts General Hospital, pointing out that the land alone was worth more than $1,000,000 and that the city had built a new structure at the jail only last year.

The Northern Realty Company comes next with a bid of $185,000 for 7,500 square feet of land and buildings on the opposite side of Cambridge street, between Charles and West Cedar.

As beneficiaries through the will, the governors of St. Francis Xavier College at Amherst, Mass., will be awarded $85,000 for the six-story brick building at 35 Cambridge street and 4612 square feet of land adjoining the Evans House property.

In payment for its lawn, which will be taken for the traffic circle, the Massachusetts Charitable Eye and Ear Infirmary will be paid $4,888 for 457 square feet of land at the junction of Charles street and Embankment road.

Damages of $64,000 will be given to Bessie Pillsbury and Fannie Post for 3358 square feet of land and three tenement buildings at Charles and Leverett streets, which will be cut away to build the traffic circle at the dam.

For 250 feet of land and the buildings at 357 Charles street, opposite the Eye and Ear Infirmary, the city will give $3,500 to Bertha E. and Helen Morton.

Old Homestead to Go

The old colonial Penfield homestead, built in 1807, at Charles and Silver place, will have to go as the city will take 221 feet of land and pay $19,600 damages to Annie E. Penfield.

For the three tenement buildings and 1800 feet of land at 339 Charles street, Joseph W. Guarante will be awarded $39,600 by the city, while for 1513 feet of land and damages to the building at Leverett and Auburn streets, the city will pay $20,000 to Joseph Stillman.

Damages of $1000 have been allowed on the property at 327 Cambridge street, listed in the name of Joseph Goodman. Here the city will take 497 square feet of land.

Adjoining this lot the city will pay $1000 for 332 feet of land held in the name of George H. Dawsome, trustee under the will of John L. Roberts.

The lowest award of all is one for $55 to Abraham Cohen for nine feet of his back yard at 38 West Cedar street, which will help to make the $1,000,000 traffic artery.

Damages of $569 will go begging because the city cannot find the owners of 455 feet of land and a tenement place, on the end of Cambridge street, which will be taken in the widening.

For the widening of Charles street itself the city will not have to pay any money because the land will be taken from the Charlesbank park and the traffic circles which will be laid out at each end of the widening make which is a road way as well, taking in all the corner properties.

Back of the Sii,000,000 widening of Charles street all yard, while the traffic circle at the junction of Charles, Leverett and the Nashua street extension will be 210 feet in diameter.
COLLEAGUES GIVE BURKE AN OVATION
Superintendent Talks to Directors, Principals
Tells Achievements in Schools During His Administration

After spending a busy morning and the early part of the afternoon answering congratulations, which came by telephone, telegraph and from persons on the street, Dr. Jeremiah E. Burke, who was re-elected at the meeting of the School Committee Tuesday evening, went to 15 Beacon St. yesterday for his regular meeting with his colleagues— the directors and principals of the system.

He no sooner stepped into the committee room than all arose and greeted him with an enthusiastic burst of applause. When, after several minutes, Supt. Burke got up to speak, he was again greeted by applause.

Supt. Burke dealt mainly with the accomplishments in Boston's educational system during his administration. He declared that these achievements, some of which he reviewed, were not the result of work by the administration alone, but were the product of the entire system, in which the teachers, principals and directors all had a share.

Teacher Participation
"Teacher participation in Boston is not a theory, it is practice," he said, pointing out that courses of study and lists of textbooks used in the schools are prepared by teachers. He is always proud to say that whatever is done educationally in Boston, it is done cooperatively, he said.

To the Superintendent's address the Boston schoolmen and women gave an unusually spirited oratory.

"When I came to Boston a quarter of a century ago the only eligibility required of a grade teacher was two years of training. Now a college degree is needed," he opened. "In order to teach in high school a master's degree is required." In this respect Supt. Burke believes Boston is unequalled.

"The Teachers' College has taken a place among the leaders in the country. The degree requirements have elevated the tone of the system. The Boston teaching profession is now equal, if superior, to any other profession in the city," he declared.

Turning to extensions of the present system in use in the school system, Supt. Burke noted that it now is used in connection with admissions to the service and promotions. This he considered an achievement worthy of note. He explained that the appointment of teachers, after being rated, is done in an impersonal manner. He stated that he doesn't know the candidates for appointment and doesn't want to. "Patronage is gone. Glory be to God!" he said.

Character Training
"We are proud that we have a course in character training that has received the recognition of the leading educators of the country. Unless we can train morally as well as educationally we must admit we are a failure.

"This character training course was made up by you—by the teachers and principals of the city—and was then adopted by the board of superintendents and the School Committee. For this the city owes you a deep debt of gratitude."

Dr. Burke spoke of the monthly character training magazine, which is written and edited by teachers and supervisors, as another good example of teacher participation.

Burke told of plans for the tercentenary observance. He said that teacher participation has been arranged and a program outlined which calls for an expense of approximately $5000.

He asked the principals to make plans for the observation of the tercentenary by the system of independent programs dealing with some historic happening, near the school perhaps, which could be linked with the name of Boston's schools that are being planned.

The superintendent read a letter from the mayor calling attention to the waste of water, furnished free to the School Department. He read his reply and asked the cooperation of those present in preventing waste, not only of water but of anything.

Fitzgerald, Cambridge, Talks
Supt. Michael E. Fitzgerald of Cambridge spoke in the interest of the Repertory Theatre Club Fund of which he is President.

Supt. Fitzgerald pointed to the educational possibilities for Greater Boston pupils and the board of education. Mr. Fitzgerald opened his talk with the jocular remark that, both he and Supt. Burke being baldheaded, "I thought that I would come here to tell about the many close shaves we had." At the close, he said that he had waited Tuesday evening to hear that the people of Boston "had had it." At the close, he said that he had waited Tuesday evening to hear that the people of Boston had "had it." The people of Boston had "had it." At the close, he said that he had waited Tuesday evening to hear that the people of Boston had "had it." The people of Boston had "had it." At the close, he said that he had waited Tuesday evening to hear that the people of Boston had "had it." The people of Boston had "had it." At the close, he said that he had waited Tuesday evening to hear that the people of Boston "had it."

A fresh wave of applause greeted this. Asst. Supt. William E. Show of Boston spoke on the methods of rating teachers in the service in which supervising principals and assistant principals are engaged. In closing, Mr. Show stated that a successful display of flowers filling his office yesterday certainly added his voice to the demand for the civil service law.

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AWARD $67,200 SCHOOL CONTRACT

A contract for an addition to the Margaret Fuller school in Jamaica Plain for $67,200 was the lowest proposal of seven bidders.

MAYOR CURLEY TO LAY CORNER-STONE

The cornerstone of the new fire station in Bowdoin square will be laid by Mayor Curley at 10 a.m. Monday afternoon. No preliminary exercises are contemplated. Fire Commissioner McLaughlin, who has been delegated to make the arrangements, is associated in

MAYOR WILL NAME CONRY TO TRAFFIC

First Act Today to Be Filling $7500 Position
CLIPS WINGS OF SERVICE BOARD
Allen Signs Bill Ending Power to Veto Mayor's Appointments

CURLEY EXPECTED TO RENAME CONRY

Control of the state civil service commission over appointments of executive heads in the Boston municipal service was ended yesterday after long efforts by which Gov. Allen signed a bill repealing the provisions of the law subjecting the mayor's appointments to the board for approval.

Under a Senate amendment attached to the measure during its calm and peaceful journey through both branches of the Legislature, it became operative at once, giving Mayor Curley the right, if he so desires, to appoint Joseph A. Conry to the post of traffic commissioner. ... for reasons which already have been presented by them at hearings before the legislative committee on civil service:

GOODWIN'S OPINION
The opinion submitted to the Governor by Frank A. Goodwin criticised the old law as follows:

1. It authorized three men who, in all probability, were not experts, to determine whether an appointed officer not qualified by education, training or experience, for a special office which might call for expert knowledge.

2. If it is a matter of constant irritation because of interference with local self-government accentuated by the fact that the civil service commission could disapprove an appointment without giving any reasons therefor.

3. The provision for confirmation does not serve the purpose intended because, under the provisions of section 12 of chapter 486 of 1909, charter amendments extending the confirmation of an appointment by the mayor, he is authorized to designate any head of a department, including even members of unpaid boards, to run a department; and, from a practical standpoint, he could continue to do this during his whole administration, as has been done.

4. It must be apparent that it would create responsibility in a head of a department appointed by the mayor for a specific purpose and to provide sufficient basis for a suitable appointee who need have no qualifications for the position at all and who is dividing his time between two departments.

USED TO PAY POLITICAL DEBTS
The civil service commissioner, in expressing his opinion, said:

The present law interferes with the responsibility of the mayor to the voters of the city and prevents them from securing a clear record of the actual operation of the administration. If an appointee, approved by the commission, misconducts himself or fails to secure results, the mayor, who alone has power to the candidate, can share his responsibility with the commission. Again, if the commission rejected a nominee, and a subsequent appointee, with the approval of the commission, is found wanting, the mayor may defend himself before the people on the ground that the person originally selected with a view to his fitness, he was not permitted to appoint.

Another serious objection to the law is the fact that the mayor can and has used this legislation to pay political debts through the appointments made known to him, to have the people, with the expectation that the civil service commission will reflect them, thus permitting him to make a new appointment and to receive credit for the appointment of the person rejected. If the mayor is actuated solely by a desire to appoint qualified persons to a department, this statute necessarily results in delay and obstruction. If the mayor has actuated solely by a desire to appoint qualified persons to a department, this statute necessarily results in delay and obstruction.

A GOOD JOB
The rejection by the Civil Service Commission of Joseph A. Conry as a traffic commissioner served a very useful purpose. It waked the community and the Legislature up to the absurdity of the situation—the turning down of a high class, competent and valuable man for some shadowy reasons not made public.

The net result is the abolition of the whole system of allowing a State commission to pass on the Mayor's departmental appointments. Thus a good job is done, and the city has gained the services of the efficient Mr. Conry.
Gold Medallion Will Be City’s Gift to Byrd

BOSTON’S GIFT TO ADMIRAL BYRD

This is the design for the solid gold medallion which Mayor Curley will present to Rear-Admiral Richard E. Byrd on the latter’s arrival here on June 16. In the center is the winged goddess of the air, with the city seal at the left and Byrd’s likeness at the right.

Rear Admiral Richard M. Byrd, arriving home from his Antarctic expedition on June 16, according to tentative plans announced last night by Mayor Curley, will be presented by the city with a gold medallion, three by four inches in size, artistically designed with his portrait, the seal of Boston and a winged goddess of the air perched as the conqueror of the globe. The beautiful medallion in a morocco-bound, plush-lined case, will be presented to the aerial explorer by the Mayor at reception exercises which will be held on the Common, either at the Parkman bandstand or on a special grandstand to be built on the slope of Monument Hill for the celebration.

While the date of Admiral Byrd’s arrival has not been definitely settled, plans have been made to hold the reception either on June 16 or 17, in connection with the Bunker Hill day celebration.

NO GASOLENE TAX TO CITIES

Two Bills on Subject Reported Adversely

The Senate committee on ways and means yesterday reported against two bills for distribution of part of the revenue from the gasolene tax to cities and towns. One of the bills was on petition of Mayor Curley for a distribution of 36 per cent, and the other was on petition of Mayor Bent of Brockton for distribution to cities and towns in proportion to their respective contributions to the State tax.

WOULD SHIFT TAXI STAND AUTHORITY

Transfer of authority for the designation of taxicab stands from the police commissioner to the Traffic Commission is one of the main recommendations contained in the draft of a bill presented yesterday to the legislative committee by Senator Henry Parkman of the Back Bay.

Parkman’s draft bears out, in the main, the minority report of the special recession commission which studied the taxicab situation in Boston during last summer. The police commissioner would still, however, have the authority in the matter of granting taxicab licenses.

CURLEY EFFECTS SAVING

By naming 26 men who have been drawing aid from the soldiers’ relief department for temporary employment as laborers in the public works department yesterday, Mayor Curley effected a saving of $440 per month for the next three months in the expenditures for relief.

PARKMAN ARGUES FOR TAXICAB BILL

Would Give Traffic Chief Authority to Designate Stands

Senator Henry Parkman of Boston argued before the committee on cities and towns yesterday for his bill to transfer authority to designate cab stands from the police commissioner to the traffic commissioner and to make other changes in the taxicab situation in Boston.

His bill in the main carries out the spirit of the report of the special recession commission that studied the matter last year. It would make all stands of more than two-cab capacity “open stands” or as an alternative would embody the minority suggestion of 50 per cent open stands, but would give hotels and railroads the right to designate the companies they desire to use the stands directly serving their patrons.

Att’y Thomas F. Quinn, representing the Town Taxi, thought the Parkman plan to transfer authority to the traffic commissioner unwise and he also opposed the Finnegan open-stand bill as eliminating the service obligations now imposed on companies having special stands. Joseph H. Boucher, former president of the Independent Taxi Operators Association, spoke for the Finnegan bill, as did George J. Nayne, treasurer of the I.T.O.A.

26 VETERANS GIVEN CITY LABORERS’ JOBS

Twenty-six World war veterans who were receiving a total of $50 a month from the municipal soldiers’ relief fund were given jobs as laborers in the public works department yesterday by Mayor Curley.

The Mayor stated that the city will not on hand this money in the soldiers’ relief department during the next three months, but that the men will be given an opportunity of earning $30 a week. He declared that the men preferred to work, but had been forced to appeal to the fund only after they had gone long without being able to find employment.
Conry Accepts $7500 Job as Boston Traffic Head

Mayor Curley today appointed Conry to the $7500 post, and his act was not subject to the approval of the civil service commission. Conry expressed his thanks for the opportunity to serve the city.

New Appointee Tells Mayor Curley He Will Take up Duties Next Thursday; Appointment Not Subject to Confirmation

Former Congressman Joseph A. Conry will take up his duties as traffic commissioner next Thursday.

MAY FINANCE HARBOR WORK

Cong. McCormack Tells Mayor Curley Federal Fund Is Expected

Hope that Congress will provide a generous appropriation for the improvement of Boston harbor was expressed in his appointment by Mayor Curley today by Congressman McCormack.

TRAVELER 4/30

Conry Accepts $7500 Job as Boston Traffic Head

The Massachusetts civil service commission, now elected by the people, has the right to endorse or reject appointments of its own officials by the mayor of Boston. This right should be taken from the civil service commission, the commission is fundamentally wrong, the mayor should be their mayor. Naturally he wants to surround himself with an unerring judgment of the people.

MAY FINANCE HARBOR WORK

Cong. McCormack Tells Mayor Curley Federal Fund Is Expected

Mayor Curley expressed gratification that Congress intends to do something more for the improvement of the harbor than to make the normal $40,000 appropriation. He may announce a recommendation by the Federal Authority and the Maritime Association of the Chamber of Commerce for a solution of the section's complex railroad problem.

The governor's decision was given to the governors of the section to confer and conference here today, at which four governors were present, and the governors of the New England states to which Wisconsin belongs, have been considering the problem for months.

Governor James M. Curley of Massachusetts, who is chairman of the group, declined to make the report public. It was authoritative, said the governor, and the governors vigorously opposed the entrance of the New England territory into the New England territory, to the New York Central, How the question was raised in the New England territory, the Pennsylvania, the New Haven, the Pennsyl- vania, the New Haven, the New York Central, How the question was raised in the New England territory, the Pennsylvania, the New Haven, the Pennsylvanian, and railroad presidents, said the governor, and railroad presidents, was that the governor of the New Hampshire and Vermont governors would seek at the Interstate Commerce Commission the "divorce of the Pennsylvania from its substantial interest in both the New Haven and the Boston and Maine.

MAY FINANCE HARBOR WORK

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PORT OF BOSTON
By CARL MORRISON

Shipping interests shout! Boston port authority speaking through the Boston Evening American.

There's an opportunity for all those interested in booming the port to help a good cause. Mayor Curley recently telegraphed to Washington about the need of a $5,000,000 port development program. The principal feature was a proposed dredging of the "middle ground" shoal area in the harbor.

Word has been received that this item out of the four asked by the mayor has a good chance of passing Congress in the rivers and harbors appropriation.

A concerted movement by the steamship, railway, Chamber of Commerce and general transportation people would greatly increase the probability of success for the legislation. Richard Parkhurst, secretary of the port authority, urges that those who use the port in any way should telegraph or write to their Congressional representatives. This show of support would, in his opinion, be of assistance.

The dredging proposition would have two outstanding benefits:

FIRST, it would allow better approach to the harbor, thus eliminating the danger of going aground in foggy weather.

SECOND, it would permit increased anchorage grounds in the inner harbor.

"I hope all the shipping interests and others will give this situation a little push," said Mr. Parkhurst today.

NEW FIRE TRUCK OF SALVATION ARMY
Carries Doughnuts and Coffee to Firemen

The new, shiny, coffee-and-doughnut fire truck of the Salvation Army was dedicated in front of City Hall this morning by Mayor James M. Curley.

An old truck, with faded paint, which gave service at fires for several years was also in front of City Hall during the ceremonies. Eight years ago today Mayor Curley dedicated that old truck which has served him coffee and doughnuts at 400 fires.

Mayor Curley's Plan for $3,000,000 Job Has Chance in Congress

April 26—Scothia, for Galway, Cobh and Liverpool.
April 27—Arabic, for Cobh and Liverpool.
April 29—Edison, for Patras, Piraeus, Jaffa and Beyrout.
April 30—Nanucket, for Liverpool.

Steamship circles are pleased that the Nantasket line will resume sailings on April 19—a couple of weeks earlier than usual. These boats carry about 1,500,000 passengers in a season.

Property owners on the other end of the line anxiously awaited the news that full schedules will be resumed, with boats bought to replace the four burned in the big fire.

PLAN HARBOUR TRIPS

The Massachusetts Tercentenary committee probably will give some official attention to the sights of the harbor. Shipping people feel that a fairly large boat should be engaged for a definite period this summer, to give free rides around the harbor to sightseers from inland cities.

Harbor people figure that those who can afford trips to Boston during this 300th anniversary celebration, will include many business executives who could be sold the advantages of shipping from Boston—nearer to Europe than other ports.

Mayor Curley is understood to be interested in thus booming the port.
Mayor Curley to Hit Ball off First Tee in Opening Municipal Links Tomorrow

Initial Golf Ceremonies Scheduled for 2:30 in Afternoon—Early Arrivals Will Find Regular Greens in Condition for Use

By RALPH CLIFFORD

The official opening of the municipal golf course at Franklin Park will take place with ceremony tomorrow afternoon at 2:30, with Mayor James M. Curley driving the first ball from the tee. He may continue and play a few holes if the weather is at all inviting, but the foursome hasn't been announced.

LONG MAY PAIR WITH MAYOR

Possibly William P. Long, chairman of the park commissioners, can be persuaded to accompany the mayor, for Commissioner Long is no neophyte on the links.

It will be the earliest opening of the course in the history of the links and what is more, the players will be allowed to use the regular greens right from the start. Usually the temporary greens have been the rule for the first month or so, but Supt. Joe Howe has had a force of men working on the putting surfaces. Aided by friendly weather conditions all winter, the greens will be found ready for use.

It is barely possible also that the mayor may say some definite word about the proposed new course at that time. He long ago declared that he was in favor of at least two more courses for the citizens of Boston, but the matter, of course, hinges on the ability to get the property for the links.

Franklin Park has been all "readied" up for the biggest season ever, although that is not news. Every year breaks new records out there. Facilities for play are not extensive enough to take care of all who so desire to use the links. A few new lockers have been added in the refectory building.

Considerable surprise was registered round about among the golfing fraternity when the news of Walter Hagen's apparent definite decision not to defend his British open title was announced. Hagen, in his numerous trips across the water, came to like the English and Scotch courses and looked upon this particular event as his official tournament. He has a host of friends and admirers over there despite the stories which were prevalent following his tardy appearance on the tee a few years ago.

MAJOR WANTS UNPAID COMMISSION

Unpaid Body to Investigate Need of Walks on State Roads

Mayor Curley is the sponsor of a legislative petition providing for the appointment of an unpaid commission of three to consider the advisability of constructing sidewalks or reservations for pedestrians on state boulevards and metropolitan highways.

"In state highway construction," he said today, "no provision is made for the poor devil on foot, and I am inclined to believe that this is responsible for a large proportion of our accidents." Specifying the Gallivan Boulevard among "race track highways," the mayor asserted that provision must be made for the safety of pedestrians.

"Take that wonderful highway, formerly the Southern artery," he said, "it passes through a section where there are at present about 700 homes. Children going to the store, to school or from house to house had no sidewalk when the state got through with its work. The city has put in sidewalks, but that isn't the whole story. The highway in places cuts through what were once cliffs and banks and the city has to put in retaining walls as well as sidewalks."
CORRECTION

The preceding document has been rephotographed to assure legibility and its image appears immediately hereafter.
Shipping interests, ahoy! Boston port authority, speaking, through the Boston Evening American.

There's an opportunity for all those interested in booming the port to help a good cause. Mayor Curley recently telegraphed to Washington about the need of a $3,000,000 port development program. The principal feature was a proposed dredging of the "middle ground" shoal area in our harbor.

Word has been received that this item out of the four asked by the mayor has a good chance of passing Congress in the rivers and harbors appropriation.

A concerted movement by the steamship, railway, Chamber of Commerce and general transportation people would greatly increase the probability of success for the legislation.

Richard Parkhurst, secretary of the port authority, urges that those who use the port in any way, should telegraph or write to their Congressional representatives. This show of support would, in his opinion, be of assistance.

The dredging proposition would have two outstanding benefits:

FIRST, it would allow better approach to Boston in the harbor, thus eliminating the danger of going aground in foggy weather.

SECOND, it would permit increased anchorage grounds in the inner harbor.

"I hope all the shipping interests and others will give this situation a little push," said Mr. Parkhurst today.

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"Elimination of this grounding danger will be of vast importance to our harbor, and be a big aid to development.

As an indication of what the port of Boston can do, was the recent cargo of 4,900 bales of Louisiana cotton consigned to mills in Pull River and New Bedford. The Commercial Bostonian brought from New Orleans and Mobile one of the largest cargoes ever to come to Boston from the South since the Mooremack Gulf line extended their service to the Hub.

Old General Sumner turned over in his grave today.

At least that's what shipping people said, when they learned that the old ferry boat named after the general had been auctioned off for only $703.

Built 30 years ago for $80,000 in East Boston, the old wooden ferry has had a career which deserves a better fate than a junk heap. She has carried all of 50,000 passengers.

The junking industry of Boston picked up an excellent bargain, for the old-timer easily should net a profit of four or five thousand dollars.

This is what $703 brought to the junkers: 75 tons of coal, two boilers, a generating plant, pumps, dynamo, two brass wheels each weighing a ton, and a quantity of copper in the frames.

For junk, this equipment would sell well over $40,000, harbor men say. They believe that as a house boat the old tub would bring $2000 or more.

Why not rebuild the old tub into a pleasure craft for the Charles river? We hear much about "popularizing" the river. The General Sumner would make a romantic appeal as a floating dance hall at some strategic point near street railway and automobile connections, in the neighborhood of Massachusetts ave.

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NEW FIRE TRUCK OF SALVATION ARMY

Carries Doughnuts and Coffee to Firemen

The new, shiny, coffee-and-doughnut fire truck of the Salvation Army, was dedicated in front of City Hall this morning by Mayor James M. Curley.

An old truck, with faded paint, which gave service at fires for several years was also In front of City Hall during the ceremonies. Eight years ago today Mayor Curley dedicated aound a truck which has served as coffee and doughnuts at 490 fires.

Mayor Curley's Plan for $3,000,000 Job Has Chance in Congress

April 20—Scotthia, for Galway, Cobh and Liverpool.
April 28—Nova Scotia, for Halifax, St. John's and Liverpool.
April 27—Arabic, for Cobh and Liverpool.
April 30—Edison, for Patras, Piraeus, Jaffa and Beyroud.

Steamship circles are pleased that the Nantasket line will resume sailings on April 19—a couple of weeks earlier than usual. These boats carry about 1,500,000 passengers in a season.

Property owners on the corner on the other end of the line anxiously awaited the news that full schedules will be resumed, with boats bought to replace the four burned in the big fire.

PLAN HARBOR TRIPS

The Massachusetts Tercentenary committee probably will give some official attention to the sights of the harbor. Shipping people feel that a fairly large boat should be engaged for a definite period this summer, to give free rides among the harbor to sightseers from inland cities.

Harbor people figure that those who can afford trips to Boston during this 300th anniversary celebration, will include many business executives who could be sold the advantages of shipping from Boston—nearer to Europe than other ports.

Mayor Curley is understood to be interested in thus booming the port.

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Mayor Curley talked at length on fires and said that the annual cost in Boston was $9,000,000, as well as many lives. The estimate consists of $1,400,000 Fire Department maintenance cost, $3,500,000 insurance cost and a loss of $1,500,000 through inactivity of workers. For every family of five in the city, said the Mayor, the cost is 1$ a week.

He devoted considerable of his talk to suspicious fires, declaring that all fires were not the result of carelessness and that depression in certain industries was followed by fires. Last year, he said, 17 persons were indicted for arson and 15 convicted.

"We must put the fear of God into men who are willing to burn property to collect insurance when they know they are endangering human lives," said the Mayor.

The Salvation Army was represented by Brig. N. O. Hammond, Adjutant,loyd Keller and Mrs. Keller.
CONRY RECEIVES HIS APPOINTMENT

Traffic Commissioner Will Be Sworn In Week From Today

Joseph A. Conry, former Congressman, today was tendered the appointment of Traffic Commissioner by James M. Curley. Mr Conry accepted, but requested one week in which to close up affairs pertaining to his law practice.

He was invited this morning to City Hall by Mayor Curley, who then tendered to Mr Conry the appointment.

Mayor Curley in a statement this morning said:

"Mr Conry very graciously accepted, but stated that he desired one week in which to close up certain details of his law practice, as it is his purpose as traffic commissioner to devote his entire time to the business of the city. Consequently, Mr Conry will be sworn in as Traffic Commissioner one week from today."

Mr Conry was appointed Traffic Commissioner last January, one of the first appointments made by Mayor Curley. Twice his name was submitted to the Civil Service Commission, but on both occasions the commission failed to approve.

Prior to the failure to approve by the Civil Service Commission, Mayor Curley had a bill introduced into the Legislature asking power to make his own appointments without confirmation by the Civil Service Commission. Considerable surprise was manifested when Chairman Goodwin of the Civil Service Commission, not only did not object to the bill, but declared himself in favor of its passage.

When Mr Conry failed of confirmation Mayor Curley declared that if his Legislative bill was enacted that the first appointment he made would be that of Mr Conry as Traffic Commissioner. The bill became a law yesterday, and Mayor Curley this morning tendered the bill to Mr Conry.

OPTIMISTIC AS TO HARBOR IMPROVEMENT

McCormack Tells Mayor About Redraft of Bill

Congressman McCormack in a communication today to Mayor Curley was optimistic on the Boston Harbor Improvement matter. The Congressman said that the rivers and harbor bill was being redrafted and a complete survey of Boston Harbor is contemplated.

The appropriation to be recommended is expected to provide for the removal of what is known as the "middle ground" from Presidents' Road to the Navy Yard. A survey for the purposes of deepening Weymouth Fore River from Hingham Bay to Weymouth Rose River Bridge is also expected.

Normally the appropriation for Boston Harbor has been about $40,000 but the plans now under consideration at Washington and recommended by Mayor Curley and the Maritime Association of the Boston Chamber of Commerce call for an expenditure of approximately $3,000,000.

CURLEY OPENS WAR ON ARSON

Denounces Insurance Fires as He Dedicates New Sallies' Truck

"Arson is the lowest, vilest type of murder" was the declaration of Mayor Curley today after he had dedicated the new Salvation Army truck which will be used in connection with the work of the ransy, furnishing coffee and doughnuts to firemen engaged in fighting serious fires.

"Every dollar of the law department's budget" he added "will be used to obtain a conviction if anyone is ever indicted for the Pelham apartment fire on Shawmut avenue in which three lives were lost."

$9,000,000 A YEAR

The annual cost of fires in Boston is more than $9,000,000, to say nothing of the cost in human lives. The fire department costs $4,000,000, the insurance loss is $3,500,000, and the loss in forced inactivity of workers is at least another $1,000,000. This means that it costs this city $1 a week for every family of five in Boston."

"Not all fires are due to carelessness. When styles change or there is a depression in industry or seasonal changes of any kind, we find fires occurring, the kind of fires that are arranged for the definite and special purpose of collecting insurance."

Speaking of arson the Mayor declared that last year there were 17 indicted and 8 convicted.

PELHAM APARTMENT FIRE

He devoted considerable attention to the Pelham apartment fire and asserted that in the basement of that building an empty gasoline can and a slow torch were found.

"We must put the fear of God into men who are willing to burn property to collect insurance when they know that they are endangering human lives and may reap a harvest of human insurance."

Eight years ago Mayor Curley dedicated the first Salvation Army fire truck and the old car was drawn up alongside the new machine outside of City Hall this morning. Chief Battin of the fire department was present and laughed when the Mayor facetiously remarked that the "smoke-eaters might at times welcome something stronger than coffee."

The Salvation Army was represented by Col. Joseph Atkinson, Brigadier N. G. Hammond, Adjt. Floyd Keller and Mrs. Keller represented the "Sallies."
Conry Named but Delays Taking Oath

Twice Rejected Appointee Given $7500 Post as Traffic Head

 Losing no time after his arrival at City Hall this morning, Mayor Curley appointed former Congressman Joseph A. Conry of Jamaica Plain to the position of traffic commissioner at a salary of $7500 a year. The mayor had said that this would be his first official act today, Governor Allen having signed the bill last evening which repeals the law requiring confirmation of the Civil Service Commission for municipal appointments.

Mr. Conry had a brief interview with the mayor and soon afterwards official notice of his appointment was sent to the city clerk. All that remained for Mr. Conry to do was to take the oath. He was not ready to enter upon the position immediately, because of business engagements, but said that he would be sworn in within a week.

Mr. Conry took a prominent part in Mayor Curley's campaign for election last fall. He presided over the Tremont Temple rally sponsored by lawyers. Following the election it was gossiped that he would be appointed corporation counsel. Later came his appointment as traffic commissioner, which the Civil Service Commission refused to confirm. The commission, however, agreed to a reopening of the case and the mayor accompanied Mr. Conry to the State House where his qualifications were argued before the board. Again confirmation was refused, and the mayor declared that, in his opinion, unfavorable action was based largely on Mr. Conry's personality, as might be indicated, the mayor said, by Mr. Conry's words to the clerk in the commission's office, after a tiresome wait for admission to the board: "I fear I have disgraced the distinguished triumvirate with which I am associated."

Mr. Conry's failure gave impetus to the movement organized by the mayor to have confirmation requirements removed. Chairman Elliot H. Goodwin of the Civil Service Commission and Frank A. Goodwin, chairman of the Finance Commission, favored the amendment. There was a favorable committee report and no opposition in the Legislature. But before approving the change Governor Allen yesterday conferred with these two officials and learned that they had changed their minds. Under a Senate amendment to the bill it became operative at once.

This was one of the most vital changes in the amended city charter of 1909. Previous to 1909 the mayor's appointees were confirmed by the board of aldermen, a plan which never worked well because of the variety of Interests involved, especially those of factional politics. Under the Civil Service requirement there was an absence of politics but fully as unsatisfactory results, especially as the commission was not obliged by law to indicate to the mayor the reasons for any rejection. Mayor Curley, however, has had better luck than Mayors Fitzgerald, Peters and Nichols.

Mr. Conry has been a student of municipal affairs all his life. Traffic has been one of his most interesting problems. When he was appointed in 1911 as director of the Port of Boston the traffic situation with respect to the routing of freight between the railroad terminals was a serious matter. Mr. Conry worked out a plan which was very satisfactory, though declining an offer by Governor McCall to continue as port director, he accepted appointment as member of the commission on terminal port facilities which laid out the Army Base in South Boston. He was named by the city council and served until the overthrow of the czar's Government.

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Mr. Conry will act as chairman of a board of five and in succession to William A. Fisher, who held the position for a year under Mayor Nichols. The other members of the board are Charles T. Harcum of the street commissioner, Chairman William P. Long of the Park Department, Joseph A. Kourtek, public works commissioner, and Herbert A. Wilson, traffic commissioner.

SCHOOL BOARD SEeks FUNDS

Authority to proceed with a one-year school building program to cost $3,860,000 has been requested by the Boston school committee in a petition to the legislative committee on municipal finance.

During the hearing the municipal finance body was told that if the legislation be enacted, the school committee will have available for construction purposes approximately $3,600,000, the difference, it was explained, being represented by other requests for the same purpose.

The municipal finance committee was told that if the building program is put through, additional high, intermediate and elementary school facilities will be provided to such an extent as to remove the necessity of adding further portable schools and as well eliminate many rooms which are not suitable for school purposes.
MAYOR CURLEY DECLARES WAR ON BOSTON'S MENACING FIREBUGS

CALLS ARSON CHIEF LIFE PERIL HERE

Dedicates Sallies' Doughnut Truck With the Warning That City's in Fight

The mayor, in the presence of a large crowd in the courtyard in front of City Hall, praised the work of the "Sallies." Eight years ago today he dedicated another truck which carried hot coffee and doughnuts to firemen at 480 fires.

Signs Bill for Boston Thoroughfare Program

The bill authorizing the city of Boston to establish and maintain an official thoroughfare plan, prepared for by Representative William M. McElmury, was signed yesterday by Governor Allen. The act is permissive and is not effective unless accepted by the mayor and City Council of Boston.

The measure provides for preparation of a plan by the City Planning Board, the Board of Street Commissioners and the Board of Park Commissioners, to include a system of major traffic streets, express roads and major traffic parkways, to meet future as well as present traffic needs in so far as they can be reasonably determined. Its adoption by the mayor and City Council would, it is expected, do away with piecemeal developments which have proven expensive in the past.

Another bill signed requires registration of foreign charitable corporations before acting in the State, these corporations to make report to the State authorities.

BAN LIFTED ON 13 FORMER POLICEMEN

Those Discharged From Boston Department During Strike Can Take Civil Service Exam

The ban has been lifted by the Civil Service Commission on the 13 men who were discharged from the Boston Police Department at the time of the police strike in 1919 and were precluded from taking any kind of Civil Service examination. The others who "walked out" went down on the Civil Service records as having resigned. These latter were barred only from taking examinations for the Boston police, the Metropolitan District police and the state prison service. Some of them entered the police service of other cities and towns.

The original 13, however, were discharged, according to the official records of the Civil Service Commission for violation of the police rules. Until the commission recently voted to allow Philip S. Corbett of 180 Orange at Revere, an empty gasoline can and blowtorch were found in the basement.

"We must put the fear of God into men who are willing to burn property to collect insurance when they know they are endangering human lives and may reap a harvest of human insurance."
Conry Will Take Over Traffic Post Thursday

CONRY APPOINTED TRAFFIC HEAD
Mayor Curley shown with former Congressman Joseph A. Conry, the new traffic commissioner, at City Hall yesterday.

Given the first appointment by Mayor Curley under the new law, which dispenses with the confirmatory approval of the State Civil Service Commission, former Congressman Joseph A. Conry of Jamaica Plain accepted the post of traffic commissioner on condition that he would not be required to assume his new duties until next Thursday, so that he might have a week in which to close up certain details of his law practice.

He explained to the Mayor that it was his purpose as traffic commissioner to devote his entire time to the business of the city, and that he would take the oath of office and sign the payroll at $750 a year after he had completed his private business on his own time.

In his first official act after Governor Allen had approved the repeal of the Civil Service law, the Mayor called Mr. Conry to his office and tendered him the appointment.

Following this, the Mayor reappointed Mrs. Colin W. Macdonald to the 4000 post as a Democratic member of the Election Commission, and Chairman Edward T. Kelly to the 5000 post of assessor. He also named James A. McElaney as a member of the board of appeal in the building department to serve for two years. These three names were before the Civil Service Commission for confirmation for the past three days, but the State board took no action when it was evident that its power was to be taken away.

THE TUNNEL TO DATE

It would not be strange if the public mind should be somewhat bedeviled as to the present condition of the East Boston tunnel project, yet the elements of the situation are simple. We are to have a tunnel, not a bridge. Actual construction of the tunnel may be expected to start as soon as the planning boards and the Transit Department agree upon a plan which the Mayor will approve. The Fay-Harriman bill, so-called, although offered as an amendment to the Tunnel Act, has nothing to do with the construction of the tunnel itself, and the failure of the City Council the other evening to take any action on the amendment does not in any way affect the situation as respects actual building of the tunnel.

The law provides for the building of a tunnel. The substitution of a bridge would require the amendment of the law, and the General Court has voted overwhelmingly against such a modification. Mayor Curley has notified the City Planning Board, the Metropolitan Planning Division and the Transit Department that he wished them to begin work at once upon the several plans and locations previously proposed and to reach an agreement.

Mr. Harriman of the Metropolitan Planning Division and Mr. Fay of the City Planning Board have offered a bill in the General Court for the widening of certain streets for the creation of a through trafficway from Bowdoin Square to Atlantic Avenue. They are prepared to advocate these widenings quite irrespective of tunnel construction, as needful for bettering traffic conditions, although the opening of the tunnel would make the widening all the more desirable. Chardon Street would be widened throughout its length, Merrimack Street from Chardon to Haymarket Square, and Cross Street from the Square to the tunnel plaza; Cross Street would be widened also from the plaza to Atlantic Avenue. These widenings are held to be equally advantageous whatever location may finally be adopted for the tunnel portal.

As an amendment to the Tunnel Act, the bill proposes an increase of the appropriation from $16,000,000 to $20,000,000. Were that appropriation made independently, the money would have to be charged to the city with no chance of getting the investment back; if it is made a part of the Tunnel Act, the interest and the sinking fund may be cared for out of tolls.

Mayor to approve it, and through him the City Council. Such approval is necessary under the joint rules of the General Court, which require that a petition to borrow money outside the debt limit must have the approval of the Mayor and the Council. The Council on Monday night refused to vote on the measure, saying that more information was needed.

DAILY ENTERTAINED BY NEWSPAPER MEN
City Registrar Henry L. Daily was the guest of City Hall newspaper men last night at the Boylston Schuyler club last night at the Boylston Schuyler club in recognition of his appointment to head a municipal department. Capt. John J. Lydon represented Mayor Curley, while other guests were Election Commissioner Frank Seiberlich, and several officials of his department.
Free Hand

Mayors of Boston have rightly resented the law which made their appointments subject to approval or rejection by the Civil Service Commission. Repeal of that law has removed a constantly irritating curb.

This supervision by the Civil Service Commission created a divided responsibility. Now Mayor Curley has a free hand in appointing to offices the men he deems best fitted for those offices.

The responsibility of wise appointments, now that the law is repealed, rests solely with Mayor Curley, who cheerfully accepts it.

The old law naturally, as emphasized by Chairman Frank A. Goodwin of the Finance Commission, created an interference with Boston's self-government.

The mayor is elected by the voters. His election is a practical expression of popular confidence. By the same token, that confidence ought to include the right of the mayor to pick his own official household without having to get an official O. K. from Beacon Hill.

"Hot Dog!" That's what Mayor Curley said yesterday when he joined the fire laddies as they were served from the new "Sally" fire lunch wagon. Mrs. Floyd Killer is shown serving the "weenies," doughnuts, and coffee.

CONRY TO ASSUME DUTIES THURSDAY

Traffic Commissioner to Give Up Law Practice for City Post

Joseph A. Conry will assume the post of traffic commissioner Thursday. He proposes to devote all his time to the post and to give up his law practice temporarily.

He accepted the appointment yesterday, after Mayor Curley had named him as soon as the Legislature eliminated the civil service commission from approving appointments made by the mayor of Boston.

Conry asked for a week in which to finish his private business. He will be sworn in Thursday, and will relieve Acting Commissioner Thomas F. Sullivan.

He also named James A. McLaney a member of the board of appeal. This appointment was awaiting action by the civil service commission.

START CHARLES ST. WIDENING

First Curb Is Set as Matter of Law

The city was formally committed to the $1,000,000 Charles street widening yesterday when Public Works Commissioner Joseph A. Rourke inserted a curbstone in the front lawn of the Massachusetts Charitable Eye and Ear Infirmary at Embarcation road, marking the start of the new traffic artery, as required by law.

The procedure is officially known as "making an entry," according to the old custom in taking property by eminent domain, and the $5000-a-year head of the city's busiest department was required to wield the spade for a few minutes in placing the granite slab.

Actual construction work on the development will not start until the first week in June, for the city must give the owners of the property 60 days in which to raise the 14 buildings which will have to make way for the proposed traffic circles at the Boston approaches to the Longfellow and the Charles River dam bridge at each end of the widened Charles street.
CUTS CREWS OF RESCUE COMPANIES

Thirty-One Firemen to Be Shifted Today

Two lieutenants and 29 men of the Boston Fire Department will be shifted, the strength of the three rescue companies will be lowered by 10 men, and many petitions for transfers which have been repeatedly rejected during the last administration will be granted today, when the first big shake-up in the department since Commissioner Edward F. McLaughlin assumed the duties of his office takes place. A general order was issued by the commissioner at fire headquarters last night.

SOME MADE TWO YEARS AGO

The reduction of the strength of the rescue companies and the granting of nearly a score of petitions for transfers are regarded by men of the department as wide departures from the policies of the last administration. Several of the petitions to be granted today were originally filed by the applicants as long as two years ago, the delay having been occasioned by the lack of new appointments.

Rumors current to the effect that the wholesale shifts were to be accompanied by a number of new appointments, could not be verified and in the general order issued no mention was made of them. It is understood, however, that there are several vacancies in the department due to the delay in making promotions to fill them and some action on the matter is expected in the near future.

Although there was no official statement to the effect, the removal of 16 men from the rescue companies to be assigned to other work was looked upon by men in the engine houses as indicating that these companies were considered at headquarters as "overloaded." The men removed from the rescue companies have been in most instances merely changed to engine or ladder companies occupying the same quarters.

The two officers affected by the shift are Lieutenant Jeremiah C. Sullivan, Engine 41, fireboat, and Lieutenant Francis B. Harron, headquarters to Engine 47, fireboat, and Lieutenants Francis B. Harron, attached to Headquarters, will be shifted from the fireboat to Engine 43, and Harron will go to Engine 47 to succeed him. The complete list of changes is as follows:

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A TUBERCULOSIS PROBLEM

The Boston Tuberculosis Association, confronted by a prospective deficit for the year of $100,000, has placed in its usual summer camp for tubercular children at the Prendergast Preventorium this summer unless the city of Boston shares in the expense. Dr. John B. Hawes, 2d, president of the association, maintains that about 90 per cent of the children ordinarily cared for at the camp are sent there from the city's tuberculosis clinics, and that it is the city's obligation to help pay for the treatment of these children, whose parents are unable to do so.

He believes that this preventive work is of supreme importance, as it relieves probable cases of tuberculosis before they develop into serious cases of adult consumption, with consequent heavy burdens on the city or state.

The city's health officials, while eager to take advantage of the influence of the Preventorium, feel that hospitalization of mature cases, of young men and women, in their late teens and early twenties, is more pressing than the treatment of children. Faced with demands for aid from hundreds of persons, seriously ill, they have been forced to reject channels of help.

Dr. Hawes replies that this is a shortsighted policy, for, if the children are neglected, they will undoubtedly develop into consumptives, and no material progress against the disease will be made at the source. There are also possible legal difficulties which would bar the city from giving financial aid to the Preventorium.

One thing, however, is clear. The valuable facilities which the Preventorium offers should not be left idle this summer. Mayor Curley, with his sincere interest in children's health welfare as demonstrated by his decision to use the income of the White Fund for health units, and Dr. Hawes should be able to reach some agreement whereby the camp can be utilized this summer as usual.

IRISH ARTIST MAYOR'S GUEST AT LUNCHEON

Mayor Curley was the host at an Irish artist luncheon at the University Club yesterday, to Paul Henry, the outstanding Irish landscape artist whose paintings are on exhibition in Boston. Other guests included Prof. John Burns of Harvard law school, Dean Dennis A. Mahoney of Boston College, Fr. Joseph F. Connell, Judge Jeremiah E. Burke, Joe Toye, Judge Michael J. Murray, Daniel C. Mullowney, Asst. Supt. of Schools Patrick Ryan, Col. Thomas F. Sullivan, Joseph A. Conry, Lt. Gen. Edward L. Logan, Hon. Joseph F. O'Connell, Judge George Wall, John E. Swift of the Knights of Columbus, Supt. of Schools Jeremiah W. Spence, and George W. Tholnas.

The ice cooler, according to the mayor, could not be verified and in the general order issued no mention was made of them. It is understood, however, that there are several vacancies in the department due to the delay in making promotions to fill them and some action on the matter is expected in the near future.

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James M. Curley of Boston and Commissioner of Education Payson Smith, Governor Approves Commission of eight paintings depicting episodes in Massachusetts history is a project that has been in progress for some time. Reproduction of the series of eight paintings, executed on commission by two internationally noted artists, will begin Wednesday. One picture will be given away with each Herald sold on successive Wednesdays until the series is complete.

The first episode to be depicted will be appropriately the landing of John Winthrop at Salem on June 12, 1630, an event which marked the establishment of the Massachusetts Bay Colony on American soil and hence is perhaps the most important of all the historic occasions to be celebrated in the tercentenary year.

This subject had never before been set on canvas until it was done this year by Fred C. Yohn by arrangement with The Herald. The wide circulation of this picture will, no doubt, help to popularize this significant event so that the Puritan landing in the Arbella may well rival in sentimental interest the Pilgrim landing at the Mayflower in Plymouth 30 years earlier. Historically the Arbella is probably more important, perhaps the most unusual tale at- tended to the portrait of the Rev. John Cotton, a copy of which, painted in 1843 by Thomas Sully, is in the Boston Athenaeum, who is writing a brief article for the Herald to accompany each picture released.

This feeling is probably intensified by the fact that the beginnings of this great commonwealth have never before been celebrated by the artist's brush. The Herald pictures will constitute the only existing artistic record of the Colony. For the first time, this tremendously important epoch is given recognition as the later revolutionary and the earlier Pilgrim periods have been recognized before.

The two other Herald portraits are presented with The Herald series in color, especially for The Herald series. All contemporary portraits are so dimmed and scarred by age that their reproduction would be unsatisfactory if not impossible. The Herald therefore decided to have new copies made in all the colorfulness of the originals as they must have looked 300 years ago.

SAYS UTILITIES BOARD
DENIED ENOUGH FUNDS

Silverman Urges Creating Smoke Nuisance Division

Atwill, Opposing the Bill, Does Not Recall Such Statement on Money

Corporation Counsel Samuel A. Silverman of Boston told the Joint Ways and Means Committee of the Legislature yesterday that the Public Utilities Commission has never had enough money to conduct a big rate investigation. He was speaking on the bill to establish a division of smoke inspection within the commission, with provision for the hiring of more inspectors and other assistants.

The opposition to the bill was voiced by Representative Arthur W. Jones, House chairman of the Ways and Means Committee, to observe, "If they have not had enough it's because they didn't ask for it."

"I'm only telling you what they told me," Mr Silverman replied. "They have said they did not have the money in matters of large importance; that they needed so much money they could not get it or would not dare ask for it."

Tighten Law, Atwill’s Advice

Chairman Henry C. Atwill of the commission later addressed the committee and said he did not recall saying he did not have money enough to enforce the present rate investigation law. He did not refer to the alleged lack of funds for prosecution of rate investigations.

Mr Atwill remarked that it looked to him as if the advocates of the change in the smoke law were being turned down an alley by the Associated Industries, the Chamber of Commerce and the power companies, that they could get nowhere and yet at a big cost to the State.

"You can have an army of smoke inspectors, you can call out the National Guard," said Mr Atwill, "but you can't change conditions unless you change the law." Mr Atwill pointed out that his commission had in previous years suggested changes to tighten the present smoke law and had been turned down.

Gen Logan, Barnum for Bill

Other speakers for the bill besides Mr Silverman included Gen Edward L. Logan, Representative Horace T. Cahill of Braintree, H. Ware Barnum, counsel for the public trustees of the Boston Elevated, and Claude I. Allen, counsel for the Boston Chamber of Commerce.

The opposition to the bill was voiced by Representative Carl A. Woekel of Methuen, who characterized the legislation as unnecessary. He objected to the salary of $5000 to $7500 for the director of the proposed smoke division. He said that the smoke question, in his opinion, was one that should be handled by the Department of Public Safety instead of the Public Utilities Commission.
Celebration of Patriots' Day, Saturday, April 19, will be on a larger scale than the capture of Paul Revere by the British. An appearance of a Mr. Prescott to carry the message to Concord and Acton. It is announced today by the Boston Tercentenary Committee, of which Joseph G. Colton is chairman. Mr. Prescott, courting late that night in Cambridge, learned the message that the two patriots were to be sent to bring and being familiar with the short cuts to Concord, fled. He learned the message that the two riders were to be sent to bring and being familiar with the short cuts to Concord, fled. The ride from Revere and Dawes ended their respective journeys will be on this year by a rider, and he also will reproduce another in the carrying of the message still further, from Concord to Acton. "Revere" and "Dawes" will be arrived in dress of that time, "Revere" going from North Square to 10 A. M. and "Dawes" from John Eliot square, Roxbury, at the same time, and the two will meet at Lexington shortly after noon. The two riders will go over the original route except for a very modern need to make a detour where a street or two will be in the contractor's hands, as in Cambridge. There will be the focal points of local celebrations in ten communities. A meeting held yesterday of the chairman of the various committees brought together representatives of Acton, Brookline, Concord, Lexington, Medford and Somerville, as well as Boston and a communication covering Cambridge. The Patriots' Day program will start early in the morning at City Hall, when a service will be held in the national and city flags. A few minutes later a parade of representatives of various historic and patriotic organizations with others will march by way of Tremont street, Scool square, Tremont street, and Prince street to North square, street, and Prince street for unveiling of two permanent memorials placed by the city on monument squares by the Hanover street and the Cupid Street Court. A third memorial will be unveiled a little later at North square, each marking the loss of historic interest. For the benefit of Tercentenary visitors as well as for local residents, Boston's history. When the horseback riders representing Paul Revere, with a State cavalry escort, have departed from North square, a program will be carried out in this section by a local committee of which Joseph A. Scoppe is chairman. A program will be going on simultaneously at John Eliot square, starting at 8:30 o'clock, with a band concert, followed by singing and addressing of the riders representing Revere. William Dawes, who is to have a corporation escort, George Mendola is local chairman. Mayor Curley has so planned his schedule as to be able to participate in the ceremonies in both local programs, at Roxbury and in the North End. Mayor Curley issued the customary message to the mayors and selectmen of the towns and cities, born by the two riders as far as Lexington, as history records.

Leviathan Sails with Many Guests


Five Companies Go to New Fire Station

On Monday at 1 P. M., Mayor Curley will lay the cornerstone of the new fire station in Bowdoin square. Fire Commissioner Edward F. McLaughlin will preside and will introduce the following addressed speakers: George E. Robinson, the architect; John F. Fitzgerald, city councilor from the West End; Daniel F. Sonnichsen, chief of the Boston fire department. The invocation will be offered by Rear Admiral I. C. Palmer of the United States Navy. The Harvard University Corporation's new fire station will be dedicated and will be put into service by Rev. Charles P. Howard, president of the Church of the Brethren, and the benediction will be by Rev. Harry B. Hall of the Temple Street Methodist Episcopal Church.

The new fire station will cost approximately $200,000 and is expected to be completed in July. It will provide accommodations in Bowdoin station, Fire Com- missioner Edward F. McLaughlin will preside and will introduce the following addressed speakers: George E. Robinson, the architect; John F. Fitzgerald, city councilor from the West End; Daniel F. Sonnichsen, chief of the Boston fire department.
Curley Asks Engineers to Justify Plan for Large Traffic Circle

Planning Board Must Report

Why So Large a Traffic Circle Is Needed

Why was it necessary to plan so large a traffic circle at the corner of Cambridge and Charles streets? This is the question that Mayor Curley asked the Planning Board to elucidate in writing today. The issue became prominent when it was learned that Chairman Frank A. Goodwin of the Finance Commission had become interested in engineering plans which the mayor approved this week.

It was learned today that though the street commission is officially responsible for the engineering work in the widening of Charles street, including the two traffic circles, and its engineers had prepared the drawings, the conception of the huge circle at Cambridge and Charles street was that of Robert Whitten, president of the American City Planning Institute, who for the last three years has acted as a consultant engineer in the City Planning Department.

Before Mayor Nichols went out of office he directed the street commission to go ahead with the Charles street work. The question of the traffic circles was wholly in the air. The engineers made several studies, none of which contemplated the taking of much property by eminent domain. When Mayor Curley came into office he decided that the project was lagging. He held several conferences with the street commission and the City Planning Institute. Mr. Whitten talked of the Dupont circle at Washington and another circle at Westchester, N. Y., and argued that as the Cambridge and Charles street intersection was perhaps as bad as any in the government square the city should provide generously to meet congestion now rather than wait for plans at a later date. He was certain that the plans tentatively drawn, already on file and which appeared at each conference, would be inadequate. The street commission engineers went to work again on a larger scale and produced the circle of 240 feet in diameter, involving the taking of twenty-six parcels of property, for which damages of $655,000 were awarded.

Naturally, such a radical departure from original layouts came as a great shock to the neighborhood, for nobody had any idea that there would be extensive destruction of property. Immediately there came whispers of real estate deals. The circle as planned is over an acre in area and will mean takings from the Charles Street Jail and the Massachusetts Charitable Eye and Ear Infirmary.

Chairman Goodwin of the Finance Commission sees in the sudden shift of plans a scheme to thwart the Legislature, which has refused to authorize a new county jail in the Hub.

Next Monday to oppose indorsement of $4,000,000 additional for the East Boston tunnel, which Henry I. Harriman and Frederic H. Fay favor. Mr. Goodwin does not intend to permit a revamping of the tunnel plans for widening Cross street and the reconstruction of two traffic circles if he can stop it.

Mr. Goodwin is said to believe that the plans for the huge traffic circle on Charles street, which will mean the taking of jail property, will eventually lead to the cry that new jail facilities are needed because of lack of space.

AMERICAN 4/3/30

Traffic Circle Cost Problem

Plan Suddenly Elaborated to Include 26 Parcels of Property Instead of Two

Investigation of the cost of the proposed traffic circle at Cambridge and Charles streets threatened by Chairman Frank A. Goodwin of the Finance Committee unless the cost of the project appears not to be excessive.

The sudden elaboration of the plan from the original proposal which would require condemnation of two parcels of property, to a 240-foot project requiring 24 parcels of property brought forth the statement of Chairman Goodwin. It is reported that property which would be seized and condemned under the new plan has been acquired by two real estate men who have had, it is said, singular success in passing ties to the city for improvement purposes.

The acquisition of the greater area would provide for a motor park on the rims of the circle instead of an elliptical area at the street intersections planned.

An expenditure of $1,000,000 was authorized by the Legislature for the project.

The plan is to widen Charles street by taking a 60-foot strip of the Charles bank so that it will be possible to make two roadways 50 feet in width separated by a park 20 feet wide.

Mayor Curley today, explaining that the traffic circle plan is a hand-down from the Nichols administration, ordered Robert Whitten, president of the City Planning Board, to prepare a statement giving the board's reasons for the circle scheme.
Attwill Urges More Drastic Laws for Smoke Regulation

Charges Commercial Groups Leading Logan Bill Supporters Down Blind Alley—Says Inspectors Useless Unless Measure Changed

By M. J. ROSENZEL JUN.

Stricter statutes governing smoke regulation, rather than the proposed increase in force of smoke inspectors, were urged as the solution to the smoke nuisance by Chairman Henry C. Attwill of the state department of public utilities at a hearing yesterday of the House committee on ways and means on the petition of Gen. Edward L. Logan for the creation of a separate division of smoke inspection.

Chairman Attwill charged that proponents of the Logan bill are being led down a blind alley by commercial organizations and the power interests. The proposed amendments to the 20-year-old smoke law, he said, would only impose embarrassment and unnecessarily heavy expense on the community.

The unexpected attack was the climax of a long session during which the support of the city of Boston, chamber of commerce, associated industries, the Boston Elevated and other business interests was added to arguments in favor of the Logan bill advanced by leaders of the campaign against smoke.

Curious inconsistencies in the smoke statute were disclosed in the chairman’s arraignment of the law when he declared that his department has long recommended stricter standards for smoke emission which would still be well within the ability of industry to meet without hardship.

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Conry Plans to Limit Parking,
Regulate Taxicab Cruising

New Commissioner Also Aims to Relieve
Governor Sq. Congestion—Expects 95
P. C. of Motorists to Co-operate

Strict limitation of parking on Tremont street between Park and Boylston street to the actual needs of shoppers.

Regulation of cruising taxicabs in the retail district.

Co-operation of traffic by alternate routes to relieve congestion at Governor square and along Beacon street and Commonwealth avenue.

Co-operation with neighboring cities and towns for the better regulation of traffic and relief of congestion.

There are the tentative plans of Joseph A. Conry, Boston's new traffic commissioner, who said yesterday he proposes to meet his problems with an abiding faith in the co-operative inclination of 95 per cent. of motorists.

POLICY OF EDUCATION

His policy will be one of education.

He strongly believes in the opportunity of educating motorists to help themselves and be of benefit to others, and his assumption of the post Thursday will give him the chance he has been awaiting, to propose cures for traffic evils.

Though he has no definite plan, he believes that cruising taxicabs are the cause of the daily congestion in the retail district, and he proposes to attempt to limit them which will be based on a combination of justice and public need.

In the solution of the major problems as they pertain to the use of certain thoroughfares, Mr. Conry thinks he will eventually succeed in enlisting the co-operation of all the cities in considering the traffic issue from the standpoint of a metropolitan area rather than an exclusive possession of Boston. He said:

"I believe it is possible to educate the drivers. Of those, 95 per cent. are considerate of their own safety and the welfare of others. The rest are reckless, careless, indifferent and selfish and they can and will be dealt with as they deserve.

CITIES TO CO-OPERATE

We can adjust traffic in Boston without vast expenditures of money.

Personally I have learned that the quickest way to reach down-town Boston from my home in Jamaica Plain is not by Commonwealth avenue or Beacon street. Motorists from outside follow these streets because they do not know of other routes.

I believe that with the co-operation of Brookline, we can work out a program of education which will relieve congestion on certain streets in Boston and Brookline. Similarly Boston can co-operate with Cambridgeport and Chelsea and devise methods of diverting traffic from one or two streets.

The newspaper can help wonderfully. People read them. We have never approached the problem from the standpoint of educating the motorists.

POLICY OF EDUCATION

Under this policy the roadway will be kept clear. The problem is not the convenience of the car owners but the convenience of the public. Not a single car should be on the road for the什么事情 are not solved. We must deal with the problem of education.
East Boston tunnel plan

Curley Expected to Approve Harriman-Fay Project—New Entrance

GOODWIN MAY ASK FOR DOUBLE TUBE

Announcement by Mayor Curley of approval of a revised Harriman-Fay East Boston tunnel plan was yesterday predicted as the outcome of the consideration which has been given this $16,000,000 project since January.

Although the mayor has religiously refrained from committing himself to favor any particular plan, pending the report of the engineers of the transit commission, city planning board and the metropolitan planning division, to whom he gave instructions to agree upon the location of entrances and the route of the tunnel, a triumph of Henry I. Harriman and Frederic H. Fay over the transit commission is not regarded as improbable.

Definitive forecasts that the new Harriman-Fay plan will ultimately be accepted were coupled yesterday with the prediction that agitation will be speedily started for the expansion of the proposed single tube tunnel into a double-tube vehicular traffic artery and Chairman Frank A. Goodwin of the finance commission was designated as the probable sponsor of such a plan.

It is possible that Mr. Goodwin will offer this suggestion at the city council meeting Monday if he believes that the time is ripe to point out a more advantageous method of expending $4,000,000 than by devoting the money to the widening of Cross, Chardon, Portland and Merrimac streets and the creation of a huge traffic circle in Haymarket square.

He has been watching the situation for weeks without discovering indications of activity, until this week, when the city council was asked, immediately, to approve the bill sponsored by Henry I. Harriman and Frederic H. Fay, which seeks to make the West end street widenings an integral part of the East Boston tunnel project.

LOMASNEY'S STATEMENT

Lomasney said yesterday:

Why not do the job right? Every time these fellows suggest anything, they always approve of the destruction of a great many big buildings. They never seem to want to support any improvement which concerns low-priced buildings and comparatively low-priced land.

Why widen Chardon street? So that all the traffic from Cambridge and Tremont street can be dumped into Haymarket square, now in my opinion, a far worse section than Governor square?

Three fellows ought to know that traffic must be diverted from Haymarket square, not thrown there to add to the confusion. It is the widest square in the city now, I believe, and it is handling more traffic than it should. The need is to divert traffic but Harriman and Fay are trying to make conditions worse.

I know their game. They intend to show what a wonderful scheme it will be if there should be a direct thoroughfare from Bowdoin square to Atlantic avenue, right past the portal of this tunnel entrance.

I'll tell them one. I'll support the one practical and real street widening plan that Harriman has conceived. It is in the Legislature now awaiting the decision of the tunnel.

MAY ADVISE COUNCIL

How far Chairman Goodwin will go if he advises the city council Monday night to approve the Harriman-Fay bill for the $4,000,000 widening of Chardon, Cross, Portland and Merrimac streets, is uncertain.

He refused to commit himself yester-

REFRIBULID TUNNEL PLAN PREDICTED

Mayor Curley refused yesterday to become a participant in the many-sided war which is raging in Charlestown over the selection of the chief marshal of the Bunker Hill day parade and the chairman of the celebration committee.

His advice to the representative of factions who are insistent on obtaining recognition was a suggestion to compense their differences and join in an effort to make this year's celebration worthy of remembrance.

Councilman Thomas H. Green has nominated Thomas Flaherty as chief marshal of the parade and Charles Caster as chairman of the celebration committee. He has refused invitations to compromise and is adamant in his attitude that the two men shall be named.

Other candidates for chief marshal include, Daniel Foley, who had the backing of Rep. Charles S. Sullivan, Jr., but who appeared yesterday to have been definitely eliminated, William Woodman, Albert Swanson and Albert Brickley.

The conference between Green, Sullivan, William J. Francis, Robert E. Lee and John McCarthy at City Hall yesterday indicated the bitterness which exists in Charlestown. Failure to reach any agreement led to a conference with Mayor Curley at which he declined to express an opinion. He urged unity of action instead of discord and suggested that another conference early next week ought to be productive of an agreement.

A settlement could be reached if Councilman Green had been willing to drop Cross and endeavor Peter Donovan for chairman of the committee, but he refused.

The indications were that Flaherty will be named chief marshal and that the fight for the chairmanship will be continued.

MAYOR SIDE-STEPS CHARLESTOWN ROW

Mayor Curley refused to enter controversy over parade marshal.

Mayor Curley refused to enter controversy over the selection of the chief marshal of the Bunker Hill day parade and the chairman of the celebration committee.
MAYOR TO LAY STONE OF NEW FIRE STATION

Ceremony to Take Place on Monday at Bowdoin Sq

Mayor Curley will lay the corner stone of the new fire station in Bowdoin sq.

Fire Commissioner Edward F. McLaughlin will preside at the exercises and will introduce the following speakers: George E. Robinson, the architect; John J. Fitzgerald, city councilor from the West End section; Chief Daniel F. Sennott of the Boston Fire League; and the Mayor.

The invocation will be offered by Rev Charles P. Heaney of St Joseph's Church, Chambers st, and the benediction will be pronounced by Rev. Harry B. Hall of the Temple Street Methodist Episcopal Church.

The new fire station will cost approximately $300,000, and is expected to be completed in July. When it is completed it will provide accommodations for Engine Company 4, formerly located on Bulfinch st; Engine Company 6, now located on Leverett st; Ladder Company 24, located on North Grove st; Water Tower 10, now at Fort Hill and Rescue Company 3, now located in Charlestown. Accommodations also will be provided for the district chief of District No. 4.

HAS PROGRAM FOR PUBLICITY

Mayor Curley Gets Outline of Program From Bureau

Mayor Curley was handed today for consideration an outline of a program of action by the city’s Commercial, Industrial and Publicity Bureau, calling for research, advertising and personal followup work by leaders of this bureau with the idea of attracting new industries to Boston.

The program, drawn up by John T. Scully and Thomas A. Mullen, directors of industries and publicity, aided by Secretary Frederic E. Dowling, will shortly be presented by Mr. Curley.

The bureau is receiving the cooperation of Harvard and Boston Universities’ leaders, and of those of Boston and Tufts Colleges and M. I. T., and from these sources are to come maps, graphs, statistical exhibits and municipal facts to be used in sales “talks” to leaders of industries who it is hoped could be attracted by the facilities for the conduct of their enterprise which this community holds out.

The publicity end of this promotion work would include display advertising in newspapers, periodicals and magazines, and write-ups served to publications which would use them for their general news interest. A standard Boston advertising poster would be prepared for exhibition in all communities which have a rail or steamship connection with Boston.

TRANSCRIPT 4/5/30

Mayor Is Neutral in Parade Dispute

Mayor Curley was asked yesterday to intervene in a dispute over the selection of the chief marshal for the parade in Charlestown in connection with the celebration of Bunker Hill Day on June 17, but the mayor took a position of complete neutrality and urged the different factions to settle their differences and concentrate on the arrangement of a program that will reflect credit upon the city.

City Councilor Thomas H. Green has suggested the appointment of Thomas Phiberty as chief marshal of the parade and Charles Castor is chairman of the celebration committee. There are four other candidates for chief marshal: Daniel Foley, William Woodman, Albert Swanson and Albert Brickley, all war veterans. Representative Charles S. Sullivan, Jr., former Senator William J. Francis, former Representative Robert E. Lee and John McCarthy, met with Councilor Green at City Hall today in an attempt to make a choice. Councilor Green rejected a compromise suggestion that the various factions agree on Phiberty for chief marshal if Green would support Peter Donovan instead of Castor for chairman of the committee.

The appeal was then made to the mayor. As a result of the mayor’s advice the Charlestown men agreed to meet again next week in another effort to reach an agreement. Councilor Green, however, announced his intention of continuing to support Phiberty and Castor.

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HAS PROGRAM FOR PUBLICITY

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Governors Demand Railroad Changes

BOSTON, June 15 (AP) — The governors of the New England states have given four railroads—the Boston & Maine, the New Haven, the Pennsylvania and the New York Central, 30 days in which to submit a solution to New England's complex railroad problem.

The decision was rendered yesterday after a closed three-hour conference attended by four New England governors and Former Governor Roland H. Spaulding of New Hampshire, who represented the governors of Vermont and New Hampshire by proxy.

The railroad presidents at the meeting were: M. W. Clement, Pennsylvania, F. E. Williamson, New York Central; Howard S. Palmer, New Haven; and Edward S. French, Boston & Maine.

The special advisory committee also discussed in its report the possibility of unification of the Boston & Maine and the New Haven, a proposal described, however, as being possible only if the Pennsylvania relinquished its New England holdings and financial rehabilitation of the New Haven was accomplished.
Boston must regain control of its police department AT ONCE.

No further proof of the need for such action is wanted than the unintentional expose of state control by Police Commissioner Wilson at the Garrett hearings.

Here we have a spectacle unparalleled in the story of present day municipal affairs. The all-powerful directing head of the police department is shown by his own testimony as practically ignoring grievous conditions in the police department.

And the great city which pays his salary and that of the hundreds of men under his control is POWERLESS to do anything about it; to protect itself; OR TO ELIMINATE GLARING EVILS in the department.

The Legislature must do one of two things now. It must either give us back control of the police, or it MUST ACCEPT FULL RESPONSIBILITY for the continuance of corruption and inefficiency in the department.

Boston has smarted under the taking away from it by the Legislature of its rights to run its own affairs for too long a time now. Some relief has been obtained through the Legislature passing the measure relieving the Civil Service Commission from passing on department heads appointed by the mayor. This was a step in the right direction.

But far more important is the return of its police department to the people of Boston.

The department is purely a LOCAL institution. As such it does not fall within the proper sphere of any state legislative or executive department.

The obnoxious system of state control of the police department began in 1885.

Forty-five years of it is MORE THAN ENOUGH to convince the people of Boston that such a scheme is not only wrong in theory, but very bad in practice, AND A BRAZEN INVASION OF THE RIGHTS OF THE CITIZENS.

Mayor Nathan Matthews, one of Boston's most intelligent and progressive mayors, the man who was perhaps more instrumental than any other in giving Boston a basically sound form of city government, realized the menace in state control when he said:

"The control of the Boston police force by the Commonwealth is a violation of the principle of local self government and a constant source of irritation to the people."

The Legislature has ample time at this session to remedy this situation.

There can be no sane argument against the restoration of the great principle of home rule to the people of Boston.

Let the people of Boston control their police department. Let all department officials be responsible to the people. Only in this way can SUCH SPECTACLES AS ARE NOW BEFORE US BE AVOIDED.
MAYOR PRESENTS CUP FOR TIME PRIZE
IN ANNUAL CATHEDRAL RUN APRIL 12

MAYOR CURLEY PRESENTS TROPHY

Left to Right—Daniel J. Fitzpatrick, Mayor Curley, Joseph E. Hickey, Paul Sylvester.

Mayor Curley yesterday presented the Cathedral Young Men’s Catholic Association a silver cup to be used as a time prize in the organization’s 20th annual 10-mile cross-country run next Saturday.

Entries close Thursday.

Among the 74 whose entries had been received up to last night were these:

William Simms, last year’s time-prize winner...

GOODWIN WILL RENEW FIGHT AGAINST TUNNEL

Chairman Frank A. Goodwin of the Finance Commission, whose opposition to the plans of the East Boston tunnel held up the project under Mayor Nichols, on Monday will appear before the City Council to oppose Indorsement of $4,000,000 additional for the East Boston tunnel.

Henry L. Harning, president of the Chamber of Commerce, and Frederic H. Fay, chairman of the Boston Planning Board, will appear for the tunnel plans as they stand at present.

It is reported that Chairman Goodwin will not permit the tunnel plans to be revamped to permit widening of Croix at and construction of two traffic circles on the Boston side, one at the entrance and the other at Haymarket sq., if he can prevent it.

CURLEY APPROVES MUNICIPAL CONTRACTS

Mayo Curley yesterday approved the following contracts:

Loan for the Park Department, $8000, to M. McGinnis Company, Jamaica Plain; brick garage for Park Department at Franklin Park, $40,700, to John B. Dolan.

The Mayor also gave permission for the Public Works Department to proceed with a sanitary sewer on Cummins highway, $3700; catch basin for surface drain on Arlington at Hyde Park, $3500, and a sanitary sewer, Warren st., Brighton, $17,142.

NEPONSET SCHOOL
SOLD FOR $13,400

The upset price of $6900 was placed on the unused Walnut Street School in the Neponset district, but Mayor Curley announced yesterday that City Auctioneer Edward E. Faye sold it at auction to John P. Riley of Neponset, for $13,400.

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Named Supervisor
Peter F. Garrity, deputy supervisor of the city sanitary division at $3500, has been named supervisor at $6900 to replace Daniel H. Gillespie.
Boston Gets a Bit of Home Rule

THE Governor, the Legislature and the civil service commission are to be commended for seeing to it that simple justice was given the city of Boston in the matter of civil service control over appointments by the Mayor of Boston.

The Boston Traveler in an editorial in February pointed out the injustice of a system under which the mayor of Boston was placed at a disadvantage; not only the mayor, but the people of Boston. Under the then existing law certain appointments by the mayor were not in force unless the civil service commission confirmed them. The civil service commission is composed of men appointed by the Governor.

In theory, the system was a check on any mayor who might wish to engage in sharp practices. In fact, it was an unnecessary embarrassment to the person chosen by the voters of Boston to be their chief magistrate. The members of the civil service commission, gentlemen of high character, it is true, were, nevertheless, almost invariably appointees of a Governor who was a member of a political party with which the majority of the voters of Boston were not aligned.

Following the Traveler editorial, the Legislature wiped out the law, with the aid of the Governor and approval of the civil service commission itself. Aside from the fact that there is no imminent danger of the new freedom being abused, if in years to come a mayor should try any tricks, the voters of Boston could take care of him quickly, if the courts did not get him first.

The situation was brought to a sharp crisis by the civil service commission’s failure to confirm the appointment of Joseph A. Conry as traffic commissioner. A person of less prestige would not have served so well as a case in point. Happily, Mr. Conry is now appointed and we are well pleased.

TRAVELER 4/5/30

TRAFFIC CIRCLE
BATTLE LOOMS

Mayor Curley Orders Expert to Explain Need of Costly Project

Mayor Curley took action today to make certain that the Charles street widening project and the traffic circle at Longfellow bridge which the finance commission is threatening to investigate, will not reflect unfavorably upon him or his administration.

He took immediate cognizance of criticism about the unnecessarily large area which the traffic circle is planned to embrace and ordered Robert Whitten, consulting engineer of the city planning board to prepare a statement, setting forth in detail, his reasons for creating the plan.

Responsibility for the plan was attributed to Whitten by the mayor, declaring expert knowledge of engineering problems, virtually demanded that Whitten offer satisfactory explanation of the necessity of such a circle as the mayor has approved.

The naming of Whitting as the engineer who conceived the plans for the circle which suddenly became a very expensive project shifted the responsibility from the street commission and revealed the real story of the project.

No definite plan for widening Charles street and for laying out of traffic circles at the Longfellow and Craigie bridges was bequeathed to Mayor Curley by his predecessor. There were several suggestive plans.

Whitten is said to have been among those who were asked to pass judgment upon suggestions, and as a result of his participation he is said to have conceived the huge traffic circle plan which the mayor approved because he believed that Whitten’s judgment was far superior to his opinion as a layman.

Whitten maintains that the traffic circle at Cambridge and Charles streets is worse than at Governor square, and that solution of the problem demands a traffic circle of the dimensions which he recommended.

DAILY FETED BY
NEWSPAPER MEN

City Registrar Henry L. Daily was the guest of City Hall newspaper men last night at the Boylston Schulverein, Jamaica Plain, when he was presented with a hammered bronze desk set in recognition of his appointment to head a municipal department. Capt. John J. Lydon represented Mayor Curley, while other guests were Election Commissioner Frank Seiberlich, and several officials of his department.

Transcript 4/5/30

Registrar Daily
Guest of Friends

City Registrar Henry L. Daily, one of the last of Mayor Curley’s appointees to be confirmed by the Civil Service Commission, yesterday received substantial tokens of the esteem in which he is held by newspaper associates. A delegation of his friends on the Boston American, headed by James Reardon, associate managing editor, called at the Registry to present him with a gold wrist watch, and in the evening the City Hall newspapermen and others gave Mr. Daily a dinner at the Boylston Schulverein, Jamaica Plain, where he was presented with a hammered bronze desk set; the presentation speech being made by Edwin Collins of the Boston Globe. Captain John J. Lydon, soldiers’ relief commissioner, represented Mayor Curley.

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CAMBRIDGE ST.
TRAFFIC CIRCLE
INQUIRY LOOMS

Goodwin Concerned Over
Increased Outlay for
Land Takings

SUDDEN SHIFT IN
PLAN IS SURPRISE

Damages of $655,000 on
26 Parcels Already
Awarded

The finance commission will in-
vestigate the cost of the proposed traffic
circle at Cambridge and Charles streets,
involved in the widening of Charles
street, if it appears to Chairman Frank
A. Goodwin that the expenditure which
it is planned to make to relieve traffic
congestion at this point is excessive.

Mr. Goodwin declared that no
criticism of the change in the original,
plan for the traffic circle has been
made and any inquiry will be confined
to the question of excessive or unneces-
sary expenditures.

SUDDEN SHIFT
The sudden shift from a plan which
involved the destruction of but two
buildings to a pretentious traffic circle,
240 feet in diameter, at Cambridge
street and a circle of 60 feet shorter
diameter at Craigie bridge necessitating
the taking of 26 parcels of property, for
which damages of $655,000 were
awarded this week, has created marked
surprise.

Two real estate operators, who have,
been signally successful in acquiring
land which has subsequently been in-
cluded in takings for street widenings
and other public purposes in the West
end have suddenly loomed as the cen-
tral figures in the circle project.

The charge has been made that the
original plans were changed because of
the influence which they exerted and
that they are scheduled to be the prin-
cipal beneficiaries of the circle project.

As now planned, traffic congestion
at Cambridge and Charles streets will
be relieved by the adoption of a rotary
traffic movement which will compel
vehicles to follow the outside rim of a
huge circle extending from a point close
to the main building at the Charles
street jail to a point 170 feet south of
the intersection.

PUBLIC MOTOR PARK
The only suggestion for utilization of
the great area of land between the rims
of the circle is to throw it open as a
public motor park.

Curley Prize for Race

A silver cup, offered by Mayor Curley to the winner of the time prize in
the 10th annual 10-mile cross-country handicap run of the Cathedral Y. M
C. A., Saturday, April 12, was presented to representatives of the organiza-
tion today. President Joseph E. Hickey, manager of the race; Daniel J. Fitz-
patrick, assistant manager, and Paul E. Sylvester were greeted by the mayo
and received the cup. Left to right are Daniel J. Fitzpatrick, Mayor Curley
Joseph E. Hickey, president and Paul Sylvester.

Originally it was intended to relieve
congestion by the setting off of an
elliptical shaped area at Cambridge
and Charles streets instead of a circle.
That scheme was dropped.

For the street widening and the traf-
fic circles, an expenditure of $1,000,000
was authorized by the 1928 Legislature.
Estimates of the cost of street construc-
tion and of the underpass which will,
in two years, be built to connect Charles
street and Embankment road indicate
that only $200,000 of the total expendi-
ture will be necessary for street con-
struction.
Death of Mrs. Harriet J. Bradbury
Widow of Fred'k T. Bradbury
and Sister of Geo. R. White
Boston's Great Benefactor

Mrs. Harriet J. Bradbury, widow of Frederick Thomas Bradbury, and sister of George Robert White, the city's great benefactor, who died eight years ago, bequeathed to the city, to be used for the good of the public, about $5,800,000 in real estate to be used for the public good.

Mayor Curley today made the following statement on receipt of the news of the death of Mrs. Harriet J. Bradbury:

"The sad news was received this morning that Mrs. Harriet J. Bradbury, sister of the late George Robert White, was dead. The death of Mrs. Bradbury is a genuine loss to the city of Boston and more particularly to the sick mothers and children of our city, to whom she has given devoted service for the past 10 years.

"To her interest in the George Robert White Fund Health Units may be traced the progress and success of this beneficent work for everyone in our city requiring medical or surgical advice or assistance.

"Genial, kindly, truly philanthropic as custodian of wealth during a lifetime, it was her aim to expend it, that the lot might be happier of all in our community that were heavily burdened.

"A life of service to humanity has earned for her the good will and prayers of the people of our city. May it merit her divine reward"
CURLEY, FITZGERALD BACK

FIGHT TO GIVE

BOSTON HOME RULE

AGREE MAYOR

SHOULD NAME

POLICE HEAD

Legislators Also Join Battle to Take That Power From Governor

The demand of the Boston Evening American for delegation of power to the City of Boston to appoint its police commissioner has received the vigorous support of Mayor James M. Curley and Mayor John F. Fitzgerald.

For more than a decade both have unsuccessfully fought for the abolition of State interference in the appointment of municipal department heads, but they predict the picture of his administration of police affairs painted by Commissioner Wilson in his testimony at the Garrett probe would promote the citizenry of Boston to demand appointment of the police head at the hands of the mayor.

While Mayor Curley refrained from comment on the revelations of the Wilson testimony "until all the evidence in the case has been presented," ex-Mayor Fitzgerald was outspoken on the disclosures it made public.

FOR HOME RULE

The statement of Mayor Curley is as follows:

"Replying to your request for a statement relative to the appointment of the police commissioner, I beg to say that I have always believed in home rule for the government of the city of Boston. In justice to myself, at this time I must adopt the same policy as his excellency the governor, namely, to refuse the right making any statement of my own views relative to the conduct of Commissioner Wilson until all the evidence in the case has been presented."

Ex-Mayor Fitzgerald said: "The state authorities took away from Boston the privilege of appointing the police commissioner because they thought the city incapable of handling it effectively. The Garrett investigation has shown the State unfit to carry the responsibility of the appointment.

"Everyone knew for years that Wilson was not the right man for the job and he should have resigned or have been removed long ago."

BOSTON IS HELPLESS

"There is no reason why the city should not have the power of appointing the police commissioner since it now names the heads of all other municipal departments. The Garrett case has shown that the State has made a mess of its power. The statements purported to have been made by Wilson on the stand were enough to show he was unfitted for the job. I heartily approve of the demand made by the Boston Evening American for return to the city of Boston of the right to appoint its police commissioner."

Governor Allen and ex-Mayor Nichols both refused to discuss transfer of the appointive power.

HEARNE FOR PLAN

Rep. William H. Hearne of East Boston said: "I believe that the mayor of Boston is fully competent to appoint a police commissioner."

"Such a situation would work out to much greater advantage by reason of the fact that the mayor must approve all expenditures for the police department. It is essential that the mayor and the police commissioner work in harmony."

"This is, of course, only another of the many petty interferences by the state with home rule in Boston."

GOVERNOR SHOULD FAVOR

Representative Timothy J. McDonough of Jamaica Plain said: "The Legislature has just passed and the governor has signed the bill removing civil service confirmation from department heads, appointments made by the mayor of Boston. To be consistent, the Legislature and the governor must favor the bill to restore to the mayor of Boston the right to appoint the city's own police commissioner."

"Boston pays all of the expenses of the police department and should have complete say in who the commissioner should be. It is about time that the measure of home rule be restored to the citizens of Boston."

Senator Frank W. Osborne of Lynn said: "Transferring the appointing power from the Governor to the Mayor of Boston in the matter of the police commissionship is something I would like to give mature consideration. It is doubtful there is something to be said on both sides."

CLEAR ADVANTAGE

Rep. Thomas S. Kennedy, Boston: "The advantage of placing the appointing power in the hands of the mayor instead of the governor is clear. The mayor is far more than the governor responsible for and interested in the City of Boston. His responsibility to the electorate for his appointments is much more direct than that of the governor. "Appointments by the mayor also satisfy the home rule principle, while appointments by the governor do not. It certainly would be hard to prove that State control of the Boston police department is superior in the administration of its affairs to that of the City of Boston."
Colleges Now at Work for a Bigger Boston

Experts Prepare Plans for Business Expansion Campaign

Three Distinct Lines

Research, Advertising and Personal Contact Stressed

Important material which will be used by the city's Commercial, Industrial and Publicity Bureau, in connection with its program for industrial expansion, is now being prepared by technically trained men associated with several of the larger educational institutions in Greater Boston. Some of this material is being prepared at Harvard University and the Massachusetts Institute of Technology, and other studies of a similar nature are being made at Boston University, Boston College and Tufts College. In each case the study is being conducted by members of the faculty who are recognized experts in their respective lines.

This information is given out today by John T. Scully, director of industries and a member of the Commercial, Industrial and Publicity Bureau, which has been appointed by Mayor Curley to conduct an all-out campaign for industrial expansion. The idea of this kind of promotion by municipal auspices originated in this city, and has been adopted with success in other large cities of the country. Here, for the first time however, local educational institutions are given a prominent part in the program, and this is one of the ideas which Mayor Curley emphasized so forcibly at the dinner which he gave to a large number of business men at the Chamber of Commerce a few weeks ago.

The general program to be carried out by the Commercial, Industrial and Publicity Bureau, Mr. Scully also stated, might be described in the following manner:

Three Distinct Lines

After a careful study of all available material on the subject of industrial development programs, and guided by the experience of other large cities in which similar work has been undertaken with considerable success, the Commercial, Industrial and Publicity Bureau proposes to conduct its work along three separate and distinct lines, to include:

(a) Research.
(b) Advertising.
(c) Personal contact with prospective new industries.

Under the heading of Research and Fact-Finding, the Bureau is assured of the hearty co-operation of the educational and technical institutions in obtaining a comprehensive survey of what the city actually is, and what it offers in the way of advantages and inducements, and to manufacturers and producers of commodities in most general demand. This should develop an accurate inventory of the city's commercial and industrial assets, and provide important basic data for general advertising and publicity purposes. It will also constitute, in a large degree, the Bureau's "sales talk" in approaching outside enterprises which it is hoped to attract here. A survey of this character, made under the intelligent direction of the educational institutions, would include maps, graphs, statistical exhibits and other data, from which anyone may form an opinion as to the desirability of Boston in respect to a business location. These salient features should set forth clearly, precisely, and in the fewest possible words:

1. Accessibility and quality of raw materials, and cost of transportation to Boston.
2. Accessibility of finished products to the markets of the world.
3. Cost and adaptability of industrial sites, or price range of leases and rentals.
4. Construction costs.
5. Tax and water rates.
6. Availability of labor, character, wage-level and general freedom from strikes.
7. Cost, capacity and character of power, and whether electricity, gas, coal or oil is available.
8. General trend of legislation as affecting industries and manufacturing facilities.
9. General trend of legislation as affecting industries and manufacturing facilities.

A survey of this nature—and not necessarily expensive either in study or preparation—should include the vital facts concerning:

1. General market and living conditions, and the availability of fresh food supplies.
2. Housing facilities.
3. Educational and recreational facilities.
4. Opportunities for religious and fraternal association.

The Importance of advertising and publicity is self-evident. Without advertising and publicity the surveys recommended would be of no avail. Publicity naturally divides itself into these classes:

1. Display advertising in newspapers and periodicals.
2. Industrial and feature "write-ups" for such publications as will use them for their general news interest.
3. Literature and pamphlets dealing with the industrial and historic assets of the city, for general distribution.
4. Preparation of material for public addresses and debates, largely in demand by the schools and colleges, here and elsewhere.
5. Co-operation and friendly relations with general advertisers with a view to encouraging the use in their advertising of the "industrial assets" as developed by the Bureau's surveys.
6. Representation at the most important industrial expositions and trade gatherings, in which exhibits produced by our Bureau are shown.
7. Adoption of a standard poster, the use of which to be urged at all stations and ports touched by railroads and steamship lines connecting with Boston.
8. Development of a direct mailing list to which may be sent, as frequently as possible, literature and pamphlets descriptive of the city and its commercial and industrial advantages.

Radio Comes Last

The use of the radio is suggested last, because it is the most expensive form of publicity. There is a possibility, however, that this form of advertising might be used to some extent through friendly relations with firms employing this medium of advertising and publicity.

Direct communication and personal contact with the industrial leaders in other cities who may be interested in an opportunity for branch facilities, expansion, or the establishment of branch locations in a city offering so many advantages as Boston presents, seems the most advisable method of procedure.

"Look" of this character can come from many sources, and several of them have already reached the office of the Bureau—and are being carefully followed. Sales promotion—and that is what the Bureau hopes and believes it can accomplish—sells Boston to business and new industry—consists of creating a need as well as a commodity.

Through a well-planned campaign of literature, directed personally to the industrial leaders of the country who might be interested in Boston and its trading population of 4,000,000 people, the Bureau believes that it can create a need of Boston and, by following that line of action with a personal "visit" whenever or wherever it finds the slightest interest, we believe that we can sell Boston to the mutual advantage of all concerned.

More industries mean more workers, more workers mean larger payrolls, larger payrolls mean more spending, more spending means more business and all of this leads to placing Boston where she belongs in the leadership among the industrial cities of the country.
Says Traffic Demands Big Plans Drawn

Robert Whitten Reports to the Mayor on Charles Street Construction

Report was filed with Mayor Curley today by Robert Whitten, consulting engineer for the City Planning Board, on the huge traffic circle that has been provided for at the end of the Longfellow Bridge, Charles at Cambridge streets. The mayor requested the report in view of the criticism that has followed publication of the plans which will mean the taking by eminent domain of twenty-six parcels of property, for which damages of $655,000 have been awarded.

Mr. Whitten, who suggested the plans for the circle which the engineers of the street laying-out department developed, says that the 240-foot diameter of the circle is considered a minimum to give adequate space for weaving, owing to the volume of traffic and the number of entering streets. In the case of the proposed circle at the Charles River station, the radius is approximately 120 feet. This means a diameter of 240 feet. With four roads entering the circle and with the location of the pier of the Elevated structure, it is impossible to develop an efficient traffic circle with a smaller radius than that proposed, Mr. Whitten says. "The primary object of a traffic circle is to secure a continuous flow of traffic, instead of the usual stop-and-go method of control at a round corner intersection," says the report. "This means that there must be a sufficient length of roadway between entering streets to give vehicles an opportunity to weave in and out. At an acute angle at each of the vehicles is compelled to cross at right angles and there is no opportunity for weaving. Unless the traffic circle is large enough to permit vehicles to weave in and out without right angle crossings, it will not justify the expense involved."

"Cleveland Circle at Beacon street, Chestnut Hill Drive, built in 1907, has an inner radius of 90 feet and a diameter of 180 feet. It also has a roadway width of 150 feet and a 24-foot sidewalk width, whereas the circles proposed in connection with the Charles Street widening provide only for a 125-foot roadway and a 10-foot sidewalk.

"Columbus Park Circle has a radius of 92.5 feet, or a diameter of 185 feet with a roadway width of 75.7 feet and a 15-foot sidewalk.

"Columbus Circle in New York has an outer radius of 225 feet and 450 feet in diameter.

"Dupont Circle in Washington has an inner radius of 185 feet and a diameter of 370 feet, with 45-foot roadway and 26-foot sidewalk.

"Grant Circle in Washington has an inner radius of 150 feet or a diameter of 300 feet with a 45-foot roadway.

"Sherman Circle, Washington, has an inner radius of 160 feet or a diameter of 320 feet with a 42-foot roadway.

"Washington Circle has an inner radius of 175 feet and diameter of 350 feet, with 40-foot roadway and 20-foot sidewalk.

"Commodore Barney Circle has an inner radius of 200 feet or a diameter of 400 feet with a roadway width of 60 feet.

"In connection with these circles in Washington, Colonel S. C. Grant, 3d, of the National Capital Park and Planning Board, has written to the City Planning Board under date of March 1, 1939, saying: "We have desired to be thankful for the creation of these circles in Washington at points where more than four streets converge because of the great help which such circles have been to the handling of traffic."

"According to a traffic count made in 1937, 15,300 vehicles passed over the Washington Bridge during a ten-hour period. Approximately 11,000 vehicles passed over the Longfellow Bridge during a similar period, 15,000 vehicles passed through the Cambridge street, Charles street, at the same time carrying 9500 vehicles during a ten-hour period. The absolute necessities of this immense volume of traffic are the only factors controlling the size of the proposed circles."

Definite plans for the reception to be given Commander-in-chief Hezekiah N. Duff of the Veterans of Foreign Wars, who will make an official visit to Boston next Thursday with Mrs. Beadle Hanken, national president of the ladies' auxiliary, and other organization officials, have just been announced by Department Quarter master William A. Dinsmore.

A series of luncheons and receptions will be interspersed with official meetings and inspection of all government hospitals in Massachusetts. The party will arrive in Boston Thursday at 10:30 A.M. at the South Station and they will be greeted by State Commander Max Ingmer and a committee including Eugene P. Carver, past Commander-in-chief, Joseph Hanken, past department commander, and national councillor; George Cronin, department junior vice commander; Joseph Fern, department councillor, and Walter Howard.

After receiving an official welcome, Commander Duff and his party will be escorted to the State House where greetings of the Commonwealth will be extended by Governor Frank Allen. Following a tour of points of interest on Beacon Hill the guest will be escorted to City Hall to meet Mayor Curley. Later a luncheon will be given at the Parker House with Governor Allen as host.

Saturday, Patriots' Day, there will be a continuous round of events. In the morning, the veterans will join with the City of Boston in the celebration of the day. At exercises at North Square, Copp's Hill and Elliot Square, Roxbury, Commander Duff will speak. Immediately following, the party will be given a luncheon at the Elks' Hotel by Mayor Curley. Chairman of all post poppy committees will call on the veterans to dispose of more than six million of the emblematic Flanders Field flowers made by disabled veterans in hospitals throughout the country.

Mayor Curley's suggestion that steamship companies advertise the port of Boston in Chicago and other sections of the middle West was endorsed last night by Charles Stewart, Boston agent for the Cunard Steamship Company, who spoke at the Steamship night of the Beacon Society at the Algonquin Club.

Before the world war Chicago travelers frequently embarked from Boston, but their use of this port has fallen off because the port was not properly advertised, he said.

He urged support for appropriations for the dredging of the harbor.

Eugene E. O'Donnell, president of the Eastern Steamship Company, spoke of the growth of that line, which in 1929 carried 500,000 passengers without loss of life.

H. Gerrish Smith, president of the National Council of American Shipbuilders, spoke of New England as the cradle of American ship building. He spoke of the difficulties of foreign ship-building concerns to compete with American builders because of higher wages paid in this country. Fifty per cent of the American experts ought to be carried in American-built ships, he declared.
FIGHT LOOMS ON NEW $4,000,000 TUNNEL GRANT

Councilors Wilson and Fitzgerald to Join Goodwin in Opposition

But inasmuch as new tunnel plans are being drawn up at the request of Mayor Curley, who asked the city planning board, transit board and metropolitan planning division to try to "get together" on engineering details, Fay and Harriman are understood to be disinclined to argue the merits of any particular plan at tomorrow's council session. They are said to hold that regardless of what tunnel plan is adopted, the proposed street widenings and traffic circles will be necessary.

And wronging (her third child) could lie financed by the tunnel cost to $20,000,000, it is not for extension or improvement of the tunnel itself, but for an ambitious street widening and traffic relief project in the North and West Ends.

In a measure pending on Beacon Hill it is, however, listed as an amendment to other tunnel legislation.

Included in this $4,000,000 street improvement proposition are the following plans:

- Widening of Merrimac st. to Portland st.
- Widening of Chardon st. from Merrimac st. to Bowdoin sq.
- Widening of Portland st. from Merrimac st. to the North Station.

OPPOSITION INDIVIDUAL

Such an extensive plan, neither wholly unrelated to the tunnel project nor exactly a part of it but wholly unrelated to the tint line project, sponsored by Fay and had not even to worry even if it reaches 40 per cent. This was my attitude even before I spent five years on the Finance Commission when I saw how the other two-thirds were spent," he remarked. Judge Sullivan amplified this by stating that this was a general plan.

Discussing "fads and fancies," he said an invitation extended to the public in Boston two years ago to tell what, these were, brought no response. "This shows," he said, "that the people don't make the issue. Politicians do. If there were no fads and fancies the schools would not have progressed beyond the three Rs."

He declared for plain, simple school buildings, noting that it was found that it was costing too much to build school buildings. Teachers, he felt, ought to be obtained from the best possible sources. Lists should be open to all, and the best candidates selected. "If that is practised, taxpayers will not protest against granting increases," he asserted.

An overemphasis on mechanical arts and industrial arts work was found by the survey, he said, noting that this criticism is not directed against the special trade and mechanical arts high schools, "but involving a sawmill into an academic high school." Educators, he went on, ought to distinguish between academic and industrial schools, and keep them separate, and should not give credit towards a diploma for such things as dressmaking.

J. Stevens Kendeigh, principal, Medford High School, talked of the plans and objectives of the National Commission for a Survey of Secondary Education. Supt of Schools Harvey R. Grismer of Lynn told about some of the results of a recent Lynn school survey.

The Massachusetts Schoolmasters' Club's Spring Meeting

JUDGE SULLIVAN ASKS CHECK ON TEACHERS WOULDN'T HAVE INSTRUCTOR EXAMINE OWN PUPILS

Judge Michael H. Sullivan, chairman of the Boston Public School Survey Committee, which recently completed a 18 months' study of the schools, addressing the 53d annual Spring luncheon-meeting of the Massachusetts Schoolmasters' Club at the Chamber of Commerce yesterday, declared that some way is needed to check up what the teachers are doing in the classroom.

"I am fundamentally against having the teacher examine her own pupils and then tell the results of her examinations to the master and the parents. They don't even do it with policemen," he remarked.

He pointed out that even the Government checks up on its own employees, but "no one has ever thought of checking up on the teacher."

Speaking of school arts, he said that at least one-third of the taxes in any city or town ought to be devoted to education "and I won't worry even if it reaches 40 per cent. This was my attitude even before I spent five years on the Finance Commission when I saw how the other two-thirds were spent," he remarked. Judge Sullivan amplified this by stating that this was a general plan.

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POSTOFFICE AT AIRPORT HERE SURE

Speedy Action by the U. S. Authorities for Proposal

The selection of the East Boston airport as the American terminal of the Transatlantic mail service was reported practically assured yesterday by Mayor Curley following a conference with Federal postoffice officials, who were ordered by Postmaster-General Brown at Washington to consider the proposed establishment of a "ship-to-shore" postal station at Jeffries Point.

NO DELAY EXPECTED

The speed with which the head of the postal service responded to the Mayor's request for a survey of the postal possibilities here, convinced the Mayor that there would be no delay in opening a branch office at the airport.

He pointed out to the investigators that mail now arriving at the airport must be trucked to the central office which is to be built, and then sent back to the airport to be dispatched by airplanes to other cities. With a branch office at the airport, in quarters already provided by the city in the new administration building, the airmail from the Transatlantic liners could be sorted immediately and shipped out on planes without delay.

He reminded the federal investigators that the French and North German Lloyd steamship lines had promised to assign some of their larger vessels to this port. In the event that ship to shore service can be established here, as Boston is a full day nearer Europe than New York, he said.

TUNNEL FIGHT UP TOMORROW

Council to Argue Extra $4,000,000 Scheme

A spirited session of the City Council is slated for tomorrow, when Chairman Frank A. Goodwin of the Finance Committee makes his initial bow before the city government to oppose the addition of $4,000,000 to the $18,000,000 bill for the construction of the East Boston traffic tunnel.

Following a hectic meeting last week, the Council put the measure over until tomorrow for want of information and the head of the Finance Committee has agreed to supplement the city's动脉 of the city Planning Board and the vice-chairman of the metropolitan planning division, who also agreed to present the Council with information in regard to the measure.

The sponsors of the proposal contend that it would be useless to build a tunnel without providing arteries to facilitate the movement of traffic at the entrances, so the $4,000,000 would be used for the construction of traffic circles at Haymarket and the widening and extension of Cross street from Haymarket to Atlantic avenue, as well as the widening of parts of Portland, Merrimac and Chardon streets, to tie the tunnel up with the Northern artery and the Charles street improvement already started.

Councillor John I. Fitzgerald of the West End and Councillor Robert Gardner Wilson of Dorchester insisted last night that they would oppose the measure, that the Mayor and the city government had been pointed out that favorable action now by the Council is sought merely to permit the Legislature to admit the proposed bill for consideration. They urged passage of the bill for local purposes, stating that if the Legislature should authorize the improvement, the Council would then have the final check in deciding whether to adopt or reject the legislative act.

CURLEY TO LAY FIRE STATION CORNER-STONE

Mayor Curley will lay the cornerstone of the new $300,000 Bowdoin square fire station at 1 o'clock tomorrow. Speakers will include George E. Robinson, the architect, City Councilman John I. Fitzgerald, and Fire Chief Daniel F. Sennott.

When the station is completed in July it will house engine company 4, engine company 6, ladder company 24, water tower and reserve company 3. The headquarters of the district chief of district No. 4 also will be in the new building.

HEARING FRIDAY

The movement, it was learned last night, is being organized by the Beacon Hill Association, headed by President Thomas N. Spring and Miss Marian C. Nichols, secretary, who plan to marshal the residents of the district for an appearance before the Boston Board of Zoning Adjustment at City Hall Friday afternoon.

It was pointed out that the recommended change in the zoning law would not affect the three buildings now devoted to business purposes on Beacon street, including the Tudor apartments at Beacon and Joy, the apartment block at 46 Beacon and the block at Beacon and Charles streets, but it would preserve the existing historic residences from the State House to the bottom of the hill at Charles street.

In the circular, which was in the mails last night, the residents urge that the height limit opposite Boston Common and on Joy street be reduced from 90 feet to 65 feet and that the entire area from the Common to the Charles River be given over to residential purposes.

Would Destroy Charm

"With the growing tendency toward increasing the heights of buildings in different sections of the city," stated the circular, "the Beacon Hill Association, through its zoning committee, has given much thought and study to the subject, as it may affect Beacon Hill unless prompt action is taken to establish low building heights throughout this particular section."

"It is felt that to allow high buildings to be erected on Beacon street opposite the Common would be a fatal step toward destroying the charm of this neighborhood which is a valuable asset to the city, not only from the local, but from the nation-wide point of view."

The Beacon Hill Association, in conjunction with a large number of property owners, is petitioning the Board of Zoning Adjustment to change the height limit on Beacon street from Charles to Joy street and on Joy street from Beacon to Myrtle street from the present height of 90 feet to 65 feet, which is now the height limit for the other streets on Beacon Hill from the State House to the Charles River—"the great material advantage of this unique residential district."
TRAFFIC CIRCLE PLAN DEFENDED

Planning Board Upholds Engineer on Cambridge St. Project

SAYS SIZE NEEDED TO JUSTIFY EXPENSE

The city planning board, upholding its consulting engineer, Robert Whitten, who designed the traffic circle at Cambridge and Charles streets, reported to Mayor Curley yesterday that the density of traffic at this street intersection can only be relieved by a traffic circle 240 feet in diameter.

It was likewise reported that a circle 200 feet in diameter is necessary to relieve traffic congestion at the Charles and Cambridge street intersection.

A question of constitutionality is involved in the present plans recently approved, has a radius of 120 feet. This means a diameter of 240 feet, which is considered a minimum to give adequate space for weaving, as well as to the number of entering streets. The circle will include five of the piers of the elevated structure, the location of which is another determining factor in the size of an efficient circle.

In the case of the proposed circle at 185 feet, there is an opportunity for weaving, as well as to the number of entering streets. The circle will include five of the piers of the elevated structure, the location of which is another determining factor in the size of an efficient circle.

In the case of the proposed circle at the Charles river dam, the radius is 120 feet. This means a diameter of 240 feet, which is considered a minimum to give adequate space for weaving, as well as to the number of entering streets. The circle will include five of the piers of the elevated structure, the location of which is another determining factor in the size of an efficient circle.

The board compared the size of the proposed circles with the Cleveland circle at Beacon street and Chestnut Hill drive, and with Columbus Park circle in South Boston. Other comparison is made with traffic circles in New York and Washington.

The report also made known that a traffic count in 1927 showed that 13,500 vehicles passed over the Craigle bridge in a period of 10 hours and that 11,000 passed over Longfellow bridge.

According to a traffic count made in 1927, 15,200 vehicles passed over the Longfellow bridge during a 10-hour period. The absolute necessity of this immense volume of traffic is the only factor controlling the size of the proposed circles.
WETS FEEL ASSURED OF REPEAL OF BABY VOLSTEAD ACT IN FALL DESPITE LEGISLATIVE DEFEAT

BY W. E. MULLINS

Candidates preparing for the state election as militant drys derived little satisfaction from the triumph scored by the forces of prohibition in the legislative drive for the repeal of the baby Volstead act. The margin of victory in the House, regarded as the real barometer of statewide sentiment, was altogether too slender to be comforting.

Some of the timid members who confessed their utter inability to reflect accurately the views of their constituents voted against repeal on the pretext that they wanted to place the issue squarely before the voters. Undeniably some of them are wet. The inference is that on a question on which they could hide behind no such subterfuge the House well might have gone wet.

That margin of 13 votes was ominous. To those who carry a rabbit's foot it was unlucky. Dry candidates are not necessarily threatened with defeat in the election because countless voters invariable are willing to look to other considerations in making their choice for a senator or a Governor, but it seems to be reasonably safe to predict that the state will vote wet on the issue of repeal.

The repeal referendum is certain to go on the ballot because the Constitutional Liberty League may be relied on to gather the 5000 additional signatures required to carry out the provisions of the referendum law. The foes of prohibition are amply prepared to stage a militant campaign for repeal. They regret now that they did not make a fight to carry the House in the voting for repeal.

CONCEDED DEFEAT

The reason that no organized endeavor was made to line up votes in the House was because the wets conceded defeat at the outset. They were astonished at the close vote. Too late they realize what an opportunity they had to change the outcome. One prominent legislator, who voted dry, declared Tuesday night that he knew of six votes, including his own, that might have been shifted by a little persuasion.

It was significant that the floor leaders of the Republican party in both branches of the Legislature—Senator Erland P. Fish of Brookline and Representative Victor P. Jewett of Lowell—voted for repeal. That was the only administrative action of the session on which they deserted their party. Gov. Allen's vigorous appeal for rejection of the repeal measure in his address at the opening of the session made it an administration matter.

Those developments indicate how difficult it will be for the Republican party to take any part on the issue of prohibition in the election. And if the nomination for the Senate goes to Eben Draper, for Governor to Mr. Allen, it will be an embarrassing campaign for Amos L. Taylor to conduct.

The manner in which the strange case of Oliver Garrett has pre-empted the front pages of all the newspapers has caused a temporary halt in the developments of the campaign. The promotion of candidates for any office must have front-page publicity, and for the present the progress of the primary engagements must be secondary.

The Democrats had a notable meeting Monday night at the Hotel Statler. They turned out in gratifying numbers, and the enthusiasm was undeniable. It was somewhat disappointing that Mayor Curley was unable to attend, but his absence was not unexpected, because he has been filling no evening engagements since he took office.

CANDIDATES COY

For the most part, the candidates for the Democratic primary continue to be coy about jumping into the contests. Representative Roland D. Sawyer of Ware for the Senate, John F. Fitzgerald for Governor, and Charles S. Murphy of Worcester for Lieutenant-Governor, are the only ones who have declared formally.

Marcus A. Coolidge of Fitchburg, Thomas C. O'Brien, and former Congressman Joseph O'Connell are admitted candidates for the Senate, but they are biding their time. Others are receptive. Gen. Logan is sure to be a rival of Fitzgerald for Governor, while former Mayor Peters is regarded as an almost certain candidate. He is due back tomorrow from a holiday in the South, and, naturally, will canvass the situation before he has anything to say publicly.

Representative Sawyer has insisted that he is in the senatorial fight to a finish. He speaks confidently of his ability to beat Coolidge; but he is timid about making predictions in regard to O'Brien and O'Connell. He recalls the disaster that befell Joseph B. Ely in the 1926 primary for Lieutenant-Governor, when Harry Draper, although asked by the members of his party to vote for Ely, unexpectedly found himself nominated the day after the primaries.

The bullish talk among the Democrats is for a ticket headed by Coolidge and Peters. Numerous Democrats are convinced that the combination could sweep the state but they fear that their ticket will be all green. The Yankee Democrats, after the loyal support they gave the ticket in 1928, naturally want to be given a bonâ-fide opportunity to vote and the liberal-minded members of the party are ready to agree with them.

There is talk among the Republicans that Federal Judge Morton may be persuaded to run for the Senate as a wet and that Robert M. Leach is being groomed for another contest with William S. Youngman for Lieutenant-Governor. Possibly by the time that the Garrett case reaches its climax there may be additional candidates and some retirements from the field.

COMFORT FOR MULHERN

Public opinion is cruel and unreasonable. The only politician deriving any comfort out of the situation is Senator Joe Mulhern. He touched off the fuse and now he sits on the sidelines and watches the fireworks. He has no responsibilities and no entanglements and the reward he is sure to claim is election to the office of district attorney of Suffolk county. He is another John B. Moran in the making.

It is easy to sit back now and estimate the extent of the punishment inflicted to former Atty.-Gen. Reading. Had he continued in office he would be handling this Garrett thing. An ambitious prosecutor of his description easily could capitalize the situation to an unlimited extent.

Candidates are beginning to shape themselves for the numerous minor elective positions. The retirement of Jimmy Powers of South Boston from the Governor's council will set half a dozen candidates campaigning for that vacancy. Representative James J. Twomig has decided to go after Bob Bigney's seat in the Senate and Mrs. Roger Cutler of Dedham has decided to become a candidate for the House. She formerly served on the Dedham board of selectmen.

Speaker Leverett Saltonstall ought to be in physical condition to step back into his old seat in the Harvard crew after the conditioning exercises he has gone through recently in filling his duties and his outside engagements. His program last Tuesday was typical of a day in his life. He attended his law business in the morning, presided over the long prohibition debate in the House during the afternoon, caught a train to Fitchburg to deliver an address in that city in the evening and was back in Boston later on to deliver a tempestuous speech over station WBZA.

The public demand on his services is such that he is booked almost solidly.
450 GUESTS SAIL WITH LEVIATHAN

Gene Tunney Comes Over With New York Party To Make Trip Back

UNDOKING DIRECTED BY NAVAL EXPERT

A train of 12 Pullmans rolled alongside the Leviathan at the navy dry dock, South Boston, yesterday shortly before 2 P. M. and debarked 600 guests of the United States Lines, who were to make the trip back to Gotham on the big ship that came here for semi-annual overhauling.

Already on board were 150 people from Boston and other places in New England, also guests of the company. The train took the New York New York which left the main line at Readville for the rather circuitous route through the New Haven freight yards on the waterfront, had among its passengers Gene Tunney, making his first visit to Boston. Tunney was accompanied by Bernard Gimbel, a close friend. Mayor Curley was represented by City Treasurer E. L. Dolan.

ABOARD PIG LINER

P. W. Chapman, president of the United States Lines, hurried from train to ship and denied himself to camera men and reporters. With him were executives of the line, including J. E. Schryver, executive vice-president; E. Grant McEwen, vice-president in charge of the line; W. J. Dunkin, vice-president in charge of operations; Gen. A. C. Dallin, former president of the Merchant Fleet Corporation; and others.

No provisions had been sent here yesterday by the survey committee which began the campaign that abolished the old school committee and re-emphasized their case through publicity. "If you want more money, then the taxpayer, the most generous person of all, will give it to you when you show that you are earning it fully," he said. He pointed out that money was wasted when $1000 is spent on fancy work or a cupola, that could be given to teachers.

MAYOR'S ATTACK

Mayoral Curley is opposed to trade schools, he declared. He is not opposed to trade schools, he said. He is not opposed to trade schools, he declared. "Don't bring a sawmill into the schools," said Judge Sullivan, referring to the mechanical work. "If we had a sawmill in the school, we would have to pay for it and the children would have to work in it," he said. He pointed out that money was wasted when $1000 is spent on fancy work or a cupola, that could be given to teachers.

ONE THIRD FOR SCHOOLS

"Now, in regard to the schools costing too much," he continued, "we have always felt that at least 33 1/3 per cent of the taxes should be spent on education. It would not worry me if it gets to 50 per cent. I took that position even before I became chairman of the finance committee." He continued, "I am fundamentally opposed to the mechanical work. I am fundamentally opposed to the mechanical work. The mechanical work is fine, but I am opposed to the mechanical work. It is fine, but I am fundamentally opposed to the mechanical work. The mechanical work is fine, but I am fundamentally opposed to the mechanical work."
The Prohibition Issue

It may or may not have been a significant fact that the vote in the Massachusetts House of Representatives last week on the proposed repeal of the Baby Volstead Act showed for the first time in the history of the Republians, all members of the House voting for repeal.

The prohibition forces are thankful that there is a large majority of Democrats, Republicans favoring the Volstead Act and the 18th amendment to the Federal Constitution.

The Irish name, in a contest within a party made up in large measure of people who have Irish blood in their veins, it is possible for it to be sufficient to swerve from any nomination away from any "Yankee" Democrat.

Although Representative Roland D. Sawyer of Weston had nothing to do with the Irish name, Racial prejudices should enter into such matters, but not enter too far into such matters, but not enter into such matters, but not enter too far into such matters.
NOTABLES SAIL ON GUEST’ TRIP OF LEVIATHAN

Gene Tunney Among Several Hundred Passengers as Liner Leaves Hub

City Planners Explain the Proposed Traffic Circles in $1,000,000 Project

Inoculation has practically wiped out scarlet fever among nurses at the Boston City Hospital, according to the 65th annual report just issued. Preventive measures are used for all nurses exposed in the south department, which is for contagious diseases.

Total expenditures for all departments were $2,185,628.51, and the average cost per patient was $4.57.

The total number of patients treated was 23,576; of these 9,080 were women’s cases. Accident cases numbered 7691. New structures include a surgical building and a residence for house officers.

Tribute is paid to three deceased members, Thomas F. Forsyth, trustee; Dr. Charles M. Green, surgeon, and Dr. Frank Butler Granger.

The report of the operating activities is signed by Dr. John J. Dewing, superintendent and medical director.

GURLEY TO LAY FIREHOUSE STONE

The cornerstone of the new $500,000 fire station in Bowdoin sq will be laid tomorrow at 1 p.m. Fire Commissioner Edward F. McLaughlin will preside. The invocation will be by Rev. Charles P. Green of St. Joseph’s church, Chambers st., and the benediction by Rev. Harry B. Hall of Temple St. Methodist Church. Speakers will include George E. Robinson, architect of the building; Councillor John I. Fitzgerald, Chief Senate, and Mayor Curley, who will lay the stone.

The building is expected to be completed in July and will house Engine 4 of Bowdoin sq.; Engine 4 of Leverett st.; Engine 1 of Leverett st.; Ladder 24 of North Grove sq.; Water Tower 1 of Fort Hill sq.; and Rescue Co. 3 of Charlestown.
Opposed to All Ideals of America, He Tells K. of C.

Sovietism was the object of a strong address by former Congressman Joseph A. Conry, speaking before the North Cambridge Council, Knights of Columbus, in St. John's School Hall, North Cambridge, yesterday. Mr. Conry bitterly assailed the principles of the Soviet as absolutely opposed to those of the United States. In the course of his address, he eulogized Cardinal O'Connell as one of the finest types of leading men.

TEXT OF ADDRESS

His address, in part, follows:

"Soviet Russia has deconverted everything that the United States has consecrated. On the face of every coin minted by the United States appears the reverent inscription "In God We Trust." How can a country which pronounces God accept coin bearing on its face the public pledge of faith in God?"

"When Sovietism robbed a church, it robbed itself of respect of mankind; when it looted cathedrals it lost the good will of civilization."

"It is when a conviction of this nature shakes the world we are impelled to examine into our organization and count our cherished possessions. Among the leaders of the world of thought we offer the highest type of men, conspicuous as the finest example being our own Cardinal O'Connell. As a scholar, theologian and orator he is unsurpassed in Europe and is unequalled in America, combining with cultured manner the noble dignity appropriate to the high office of Prince of the Church."

"The Holy Father occupies by virtue of his sacred office the highest place in affairs of religion, as a man, the wisdom of his statesmanship, breadth of vision, almost boundless charity and superb humility in the face of intolerant denunciation, commands the admiration of non-Catholics and emphasizes the devotion of his faithful followers."

Attacks Star Chamber

"We in Massachusetts are celebrating the great work of the founders of the colony 300 years ago. We pay henceforth tribute to the glory of the State built upon the wise advice of the fathers. King Charles I. of England has three claims of distinction in our State. He granted the Colony Charter, the infamous Star Chamber was abolished during his reign and his head was cut off by an indignant constituency. Soviet
The remarkable progress made by The Boston Herald in the past two years has unquestionably been due, in large measure, to the comprehensive manner in which the events of the day are presented and the absolute fairness of its columns. Initiative and enterprise are combined in a program for depicting in color reproduction the leading characters and important events incident to the establishment of the Massachusetts Bay Colony.

The Boston Herald is to be congratulated in this notable contribution to the observance of the Tercentenary in that I am informed it is proposed that these beautiful reproductions in colors are to be furnished without charge to the public.

I have been privileged to inspect the series and shall deem it an honor when my allotment is secured to have them framed and placed in my home.
Mayor Curley Is Considering a Steamer to Oblige Visitors

Mayor Curley has under consideration providing a special steamer to be used in Boston harbor this summer, to show tercentenary visitors historic spots along the waterfront.

This project, which is the original idea of Frank S. Davis of the maritime association of the Chamber of Commerce, has the backing of hundreds of harbor business men. The value of such a steamer is two-fold. Besides showing the sights to casual visitors, the steamer would be used to demonstrate to visiting business men the many advantages of Boston harbor.

The port of Montreal maintains a full time steamer to show the harbor to visiting dignitaries. Philadelphia, which is planning a great drive for direct trans-Atlantic service, has a similar boat.

"We think such a steamer is the most practicable thing which could be done to help the harbor right now, in relation to the tercentenary," said Mr. Davis.

The Daughters of the American Revolution will hold their national convention here during May 22-23. On the 22nd of the month, they will use a steamer to show the harbor.

Mrs. F. Alfred Patterson of Arlington, chairman of the committee, expects 125 or more will want to make the harbor tour. To these women, the harbor is rich with traditions. This convention is only one of some 600 expected here during 1930.

On Being a "Sea Lawyer"

Speaking of traditions, a few definitions are in order. A good newspaperman is one who can write a column on any subject, at any time and at any place. A good lawyer can talk for an hour on any subject, any time, any place. A "sea lawyer," according to the old salts, can "jaw" for hours on any subject, principally confined to bragging.

We're going to play "sea lawyer" for a few lines, to make an announcement about a new feature of the Boston Evening American shipping news. We have just made arrangements to print each day the reports of fishermen's catches brought to the harbor that forenoon. Look for this in the late afternoon editions, at the bottom of the table of ship arrivals and departures.

Not a Fish Story

When Capt. David Bone reported some months ago he had lost his lead lines at Georges Bank and could not "find bottom" off New York this week at first hailed as a "fish story." Now, however, the U. S. Coast and Geodetic Survey is questioning all masters of trans-Atlantic liners as to their experiences. Official soundings will be taken this summer.

This survey is prompted principally in the interests of fishermen. The submarine earthquake is believed to have broken away part of the continental shelf.

Harbor Clean-Up

Like a good housewife, Mayor Curley had a spring house-cleaning of the various statues and public buildings of interest to tercentenary visitors. Why not turn the hose on the harbor, Mr. Mayor? For instance, these old bolts along Chelsea creek might well be removed. The rotting, unsightly relics will give a wrong impression of Boston to visitors entering by daylight.

Harry and His Game

Among the celebrities on Big Levi, was none other than Harry Aton. For some reason, Mr. Hearst pays Harry money to write ship news for the New York American. We recognized Harry by his cane self-consciously swayed from his arm. Wipe away their tears, Kit Ganpamp, your colum is good, too. In fact, we've heard of business men proud telling their asestrated grandchidren that: "Harry Aton mentioned me in his newspaper once upon a time."

Women Bring Bad Luck (?)

We're a member of the great American diplomatic corps consisting of all married men! So we use this heading merely to quote a sailor superstition. Our little series about traditions of Boston sea men seems to have clicked, so here goes for another.

Most captains seem to feel that a woman on board will cause a storm. (Not that this doesn't happen on shore, but--") A simple explanation of this superstition is that a woman's hairpin or the steel stays in her corset, will deflect the compass. What's that? You retort that the compass is safe today?

No Need to Worry

Boston fishermen were at first greatly concerned by a report of a tax of one-third cent per pound to be assessed by the Canadian government on all fish taken in Canadian waters. A study of fish

Steamship Notes

A Boston woman, Mrs. E. E. Hardy, is steaming southward on the Canadian National Steamship, Lady Hawkins, which swung into the Hub from Halifax for Bermuda and the West Indies. Many Americans are on board this trip.

The amount of paint used on the Leviathan in drydock, would paint an entire small American village.

The Lighthouse Service announces that a radio-beacon at Cape Cod Light Station was established the first of this month. The radio-beacon transmits every 180 seconds, groups of two dashes and one dot for 60 seconds, then silent 120 seconds on a frequency of 305 kilocycles.

Boston will want to keep a weather eye on Philadelphia. This city of brotherly love is about to start a campaign to bring about the establishment of direct trans-Atlantic passenger and freight services. A Chamber of Commerce committee will make a survey for various routes.

Eastern Steamship lines announce that steamers George Washington and Robert E. Lee will resume the Old Dominion line service between New York and Norfolk. These veterans of the Boston run to the metropolis were recently replaced by the renovated steamers New York and Boston.
SOLONS FAVOR HOME RULE

Rep. Leo M. Birmingham, of Brighton, minority floor leader of the House, today came out strongly in favor of restoration of home rule for Boston in the appointment of the police commissioner.

"The appointing power, now vested in the governor, should be vested in a three-headed commission, one of whom should be named by the mayor, one by the chief justice of the municipal court, and the third selected by the first two," Birmingham said. "I believe there would be no difficulty in selecting the third member.

"The people of Boston at the last election had the choice of retaining the old school house commission, whose members were appointed by the mayor, or creating a new commission of three, one to be appointed by the mayor, one by the school committee, and in the event that these two could not agree on a selection, the third to be named by the governor, he pointed out.

"The people chose the latter system and thereby established a principle which I believe should be extended to the police commissioner.

"I claim that the police commissioner, under the present system of appointment, is responsible to no one. Although graft and corruption have been brought to the attention of the Republican governors time and again, the condition was allowed to continue. Only through local control of the police department can we get a responsive system."

Added support for the plan was forthcoming from Senator Joseph J. Mulhern of Dorchester.

"I certainly favor giving the mayor of Boston the authority to appoint his own police commissioner," Mulhern declared. "The police commissioner is just as much a part of the mayor's official family as the fire commissioner is. The fact that there is no criticism of the fire department administration is significant. And there is probably as much chance for getting into trouble in the fire department as there is in the police force."

SOVIET PLAYED BY CONRY

"If St. Paul were alive today he would have been the editor of a newspaper," said the Rev. Hugh F. Blunt, Ph. D., famed Catholic poet and author, in an address before the North Cambridge Council, Knights of Columbus, at their annual communion breakfast. He urged the 290 men present to aid in the spread of Catholicism.

The militant saint who came out of Tarrazu, Father Blunt stated, was the forerunner of the newspaper editor of modern times, bringing the story of Catholicism throughout the world as he knew it.

"When the government of Soviet Russia robbed a church it robbed itself of the respect of mankind and when it looted cathedrals it lost the respect of the world," Joseph A. Conry, traffic commissioner of the city of Boston, asserted as he pointed out that "Soviet Russia has desecrated everything the United States has consecrated."

Thomas P. O'Neill was toastmaster, and the speakers were Francis J. De Celles and Harold Jackson, district deputies; Representative Paul A. Dever, Peter M. Larkin, exalted ruler of the Cambridge Lodge of Elks; John Thompson and Henry La Valliere, grand knights; Charles Birmingham, representing the State Council, K. of C., and Robert E. March of the North Cambridge Council.

FIGHT WEST END 'GAS' PERMIT

An unnamed Boston fire department official was soundly scored by City Councillor John J. Fitzgerald today for approving an application for permission to erect a filling station of 5000 gallons capacity at 42-44 Sudbury st., West End.

The petition was taken under consideration by the street commissioner. Fitzgerald's demand for the name of the fire official who approved the application went unanswered.

The site was characterized as the worst possible for a gasoline station by Thomas F. Quinn, representing property owners, William E. McCarthy of T. Noonan & Sons and Harry Arvedon.

During the discussion it was admitted that George A. Gallagher, the petitioner, who proposes to raise a four-story brick building and lease land assessed for more than $55,000, is an employee of a transportation company. It was denied that he represented an oil concern.

$248,000 MORE FOR HOSPITAL

An order calling for $248,000 additional for the proposed children's pavilion at City Hospital was sent to the City Council by Mayor Curley today.

This added cost would bring the total to $572,000 and is required, according to hospital trustees, to provide an eight-story building instead of the four-story structure originally planned at a cost of $324,000.

The contemplated four-story building would not permit the hospital to provide adequately for medical and surgical needs of children, the Mayor was told by the trustees.

The children's pavilion is to replace the present structure used for children, which is 60 years old and constitutes a present fire hazard, officials believe, in spite of the installation of every safeguard.

OPPOSE PLEA FOR TANKS

"When the Curley administration comes in, we'll get our license."

This was the open boast of persons interested in a petition for permission to store 5000 gallons of gasoline at 3801 Columbus ave., according to Mrs. Lola M. Roginski, who appeared before the street commissioners today to oppose the permit.

The permit was applied for in 1928 and granted only to be overruled by the State fire marshal. Last year the street commissioners refused a permit.

Mrs. Roginski said she would appeal to the fire marshal if one was granted now. During a verbal tilt with William J. McCarthy, counsel for Thomas H. Sullivan, the petitioner, she told the lawyer to "dry up."
MAYOR LAYS CORNER-STONE

Curley Flays Real Estate Sharks in Bowdoin Sq Fire Station Talk

The cornerstone of the new fire station in Bowdoin square, to cost $300,000, was laid today by Mayor Curley in the presence of city officials and dignitaries. It will house engine company 4, formerly located on Bullfinch street; engine company 6, now on Leverett street; ladder company 24, now located on Nattin Grove street; water tower 1, now at Fort Hill square, and rescue company 3, now located in Charlestown.

Mayor Curley declared that real estate sharks had forced the destruction of the Revere House, a properly constructed building, when there were plenty of other sites in the West end available. He declared it would be a good thing if 20 persons were jailed annually and said it would reduce the city fire losses to $1,000,000.

Vice Commissioner Edward F. McLaughlin presided at the exercises. The other speakers were George E. Robinson, architect; City Councilman John I. Fitzgerald, Fire Chief Daniel F. Sennott. Rev. Charles P. Heaney of St. Joseph's Church, Chambers street, gave the invocation, and the Rev. Barry S. Hall of Nat Temple Street Methodist-Episcopal Church the benediction.

CURLEY REQUESTS BIGGER PAVILION

Mayor Curley today asked the city council to add $248,000 to the appropriation of $324,000 for the children's pavilion at the City Hospital in order that an eight-story building may be substituted for the proposed four-story structure.

The hospital trustees reported to the mayor that the four-story building would not serve the needs, and a building twice that size which will house both medical and surgical departments was recommended.

It is About Time

For years Boston has suffered from fire losses that might have been reduced tremendously except for absurd state laws governing procedure.

Things have been in a mess. Arson has flourished. Losses have been great. Insurance rates have been high. All this chiefly because the city could not go about solving its own problems but had to wait for the state to act.

The state fire marshal's office has a small crew of men who have too much work to do. Boston would have a fire. Obviously it was an arson job. The fire commissioner would have plenty of evidence.

Could he act? He could not. The law would not let him. He had to turn the whole matter over to the state fire marshal. For some reason or other, in years past, he got what he considered unsatisfactory action, or none.

Now we have a chance to change all that. The matter is before the Legislature. The Boston Chamber of Commerce wants the change. The mayor wants it. The Fire Chiefs' Club of Massachusetts wants it. The National Fire Protection Association wants it. The United Improvement Association wants it. The Box 52 Association wants it. So do the fire insurance interests and Commissioner of Public Safety Foote.

The proposal has been reported favorably by a legislative committee, unanimously. Let the legislators get busy and rush it through. It will help stop arson. It may save their own children's lives.

It ought to Pass

Our existing State fire laws need the changes recommended by the special recess commission on fire prevention and embodied in the bill just reported to the Senate by the Legislative Committee on Public Safety.

Among the provisions of the new bill of particular importance to Boston is placing responsibility for investigating Boston fires upon the Boston fire department. Under the present law investigation of fires is made by the local department except in Boston, where such investigation is made by the state fire marshal's office.

One strong argument set forth for the proposed change is that the firemen are the first at a fire, ahead of any state investigators, and that they have earliest and best opportunity to observe any suspicious features.

The new bill is indorsed by Mayor Curley, Fire Commissioner McLaughlin of Boston, The Fire Chiefs' Club of Massachusetts, Boston Chamber of Commerce, Box 52 Association, United Improvement Association and the National Fire Protection Association.
Conry Likens Civil Service Board

Cambridge council, Knights of Columbus  

The great work of the founders of the Commonwealth has three claims for distinction in our day. The infamous star chamber was abolished by an indignant constituency. It has been suggested that the route of the Tremont and Boylston street, and out Columbus avenue, should be opened for the great throngs? Can these accommodate the great throngs? It has been proposed that theModern Homesteads Exhibition be held in the Boston Garden and Exposition Hall until April 16. The doors will be opened at 9:00 A.M. and will remain open until 10:30. On the succeeding days the door will open at 10:00 A.M. From 1:00 to 5:00 there will be demonstrations. The program follows:

- "Economies of Automatic Refrigeration," by Mr. Charles H. Bisbee, April 15.
- "Unexpected Guest," by Miss Daurice F. Darling, April 9.
- "Damp," by Mrs. Sarah Crafts Smith, March 31.
- "Marche Militaire," by Mr. Charles H. Bisbee, March 31.
- "New Delights, Soups, Steamers," by Miss Daurice F. Darling, April 12.
- "Soviet Russia has desecrated everything," by Mr. Conry, the principal speaker, April 12.
- "The accumulated intelligence of the St. John's School Hall on foreign affairs," by Mr. Charles H. Bisbee, April 14.
- "Here," by Miss Daurice F. Darling, April 9.
- "Mrs. Margaret II. Clarke.
- "Soviet Russia has desecrated every building," by Mr. Charles H. Bisbee, April 12.
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Hurley Says School Head Must Be Ousted

Firing what he termed “the first gun in a fight to oust the recently re-elected Superintendent of Schools, Jeremiah E. Burke,” Joseph J. Hurley, chairman of the school committee, laid the blame for mismanagement of schools “at Burke’s door as much as anyone.”

“NOT MY LAST SAY”

“Re-electing the superintendent has not put an end to the issue,” he declared, “if personally have not had my last say on his re-election.”

Hurley opposed Superintendent Burke’s re-election last week. He spoke last night at Mattapan after a Tercentenary pageant had been presented by pupils of the Trescott School before a crowded Parent-Teachers Association meeting.

OPPOSED TO MAYOR NAMING POLICE HEAD

Bills providing for appointment of the Boston police commissioner by the Mayor, instead of by the Governor, were given adverse reports yesterday by the legislative committee on cities.

With four Democratic members dissenting, the committee reported leave to withdraw on the petitions of Senator John P. Buckley of Charlestown and Representative Joseph Finnegan of Dorchester. The dissenters are Representatives John A. Jones of Peabody, Daniel F. Moriarty of Lowell, James E. Hagen of Somerville and Thomas J. Lane of Lawrence. Michael J. Ward of Roxbury, the only Democratic Senator on the committee, has been absent from his legislative duties for several weeks on account of illness.

Hurley Says Superintendent’s Re-election Has Not Settled Issue

“Re-electing the superintendent has not put an end to the issue,” Hurley declared, “if personally have not had my last say on his re-election.”

“NOT MY LAST SAY”

“I believe that committee has a misconception that the superintendent of schools is the primary person in the school system,” Hurley said. “I believe that committee has a misconception that the superintendent of schools is the primary person in the school system.”

Hurley termed the Brighton High School a “monument to someone’s folly,” and said it looks like a “medieval castle.” He said that the pool in the Roxbury school which cost $100,000 to construct is dry because there is not enough money to operate it, and he prophesied that enough would not be appropriated.

COUNCIL COMMITTEE PASSES COURT ITEMS

Two Sections of Budget Held Up for Witnesses

All items of Mayor Curley’s municipal and county budget that were scrutinized yesterday by the Council Committee on Appropriations were approved and sent along with the amendment, “ought to pass.”

Budgets for the Supreme, Superior and Municipal Courts, Registry of Deeds, Land and Probate Courts, and the medical examiner’s department were covered. All court budget items, with the exception of those pertaining to the Juvenile and Probation Courts, were acted on.

Councillor McGrath objected when no representative appeared from the South Boston Court; the East Boston representative was ill. Councillor McGrath declared that the committee should not vote unless there was present a representative of the department under consideration.

Though the session was harmonious yesterday, it was rumored that some members of the committee might protest when the item calling for $60,000 for the Superior Court is reached. Mayor Curley recommended that amount. The Legislature declined to raise the limit from $50,000 to $60,000, but the Mayor made provision for it in the budget. That item will probably get a hearing Friday morning.

Councillor McGrath took exception to figures called for in the appropriation for the probation department in the Superior Court and lower courts. He criticized the hiring of clerks by probation officers, and declared that soon there would be no one but probation officers in the courts.

Clerk Francis A. Campbell of Suffolk Superior Court appeared and protested against the exclusion from salary increases of clerical assistants receiving less than $160 a year. Some of them, he said, were worth $300 a year in private employment.

Court business apparently is picking up rapidly in West Roxbury, for it is estimated it will cost $1600 a year more to transport prisoners from the court to institutions than it did in 1929. In Charlestown the expected increase will amount to $100, while in Chelsea it is figured at $50 less than last year.
Legislature had rejected a few years ago. He declared that the people of the North and West Ends were unalterably opposed to the Harriman-Fay plan, claiming that it would "dump" all the traffic into Haymarket square. Urging the Council to reject the Harriman-Fay bill, Representative Marcella stated that the Legislature is now considering a bill, with the support of former Representative Martin M. Lemasney, providing for the widening of Beverly street and its extension to Atlantic Avenue. This plan, he said, could be carried out at a third of the cost of the Harriman-Fay proposal.

**GLOBE 4/8/30**

**ASKS COUNCIL STOP GARRETT'S PENSION**

Kelly Fails to Put Order Through at Meeting

Indorsement Is Given to Warner, but Only by Slim Vote

An order calling upon Mayor Curley and City Treas Edmund L. Dolan to stop further pension payments to Oliver B. Garrett was sidetracked on technicalities in the Boston City Council yesterday, but the Council did put through a resolution indorsing the present investigation of Garrett by Atty Gen Joseph E. Warner and his assistants. The resolution was rejected first by Pres Lynch, who declared the order to be improperly drawn. The pension angle was then eliminated and the resolution was redrafted.

When it was introduced a second time, Pres Lynch prepared to refer it to the committee on rules, but Counselor Kelly moved for adoption under suspension of rules. The question was put to a vote and it was announced that the motion was lost.

Counselor Kelly then insisted on a rolcall and eight members voted for the order. They were Counselors Fitzgerald, Gleason, Power, Englert, Ruby, Norton, Murray and Kelly himself.

Following passage, Counselor Gallagher declared he did not think the Council should meddle on newspaper information and questioned the faith of approval. Counselor Kelly declared, "The Police Department is our business. We all know that certain officials and officers are under investigation. We should at least show our faith in the Attorney General. We know now that the Police Commissioner is inefficient and that Garrett has been accused of receiving graft. There is no man here who should be in sympathy with a man of Garrett's type being paid by the taxpayers of the city."

**Herald 4/8/30**

**HYDE PARK WANTS 333 STREETS IMPROVED**

The streets of Hyde Park are in such condition that there are 333 accepted and unaccepted thoroughfares in that district which are in need of improvement, according to an explanation made to the city council yesterday by Councilman Clement A. Norton of ward 18. He offered 333 orders for as many street improvements.
GOODWIN ENDS
TUNNEL PLANS

Fiery Attack on Harriman Results in
Shelving by Council---Termed
Plum for Speculators

Charging that the objects of the East Boston traffic tunnel amendment, increasing the cost from $15,000,000 to $20,000,000, were mainly to permit real estate speculators in Cross, Chardon and Merrimac streets to unload their holdings upon the taxpayers and to allow the Elevated to get rid of its Atlantic avenue overhead structure at the expense of the city treasury, Chairman Frank A. Goodwin of the Finance Commission yesterday induced the City Council to kill the measure which provided for $4,000,000 worth of street widenings approaching the Boston end of the proposed tunnel.

The sponsors of the bill, President Henry L. Harriman of the Chamber of Commerce, and Chairman Frederick H. Fay of the City Planning Board, were bombarded with caustic criticism by the head of the Finance Commission in his first fiery appearance before the municipal assembly.

Chairman Goodwin also took to task Robert Whitten, New York consulting engineer, claiming that he had been paid over $5,000 by the city and $8,000 by the State to draw up a comprehensive street programme here and that he had shifted his opinions regarding the tunnel entrance location to suit the whims of President Harriman, who secured the job for him, according to the Post, Common head.

Chairman Goodwin warned the Council that if the resolution were adopted it would not admit the Harriman-Fay bill for consideration this year.

Arguing against the resolution, Chairman Goodwin protested to the Council that its favorable action would permit the Legislature to admit the Harriman-Fay bill, amending the present tunnel act, which provides for the expenditures of $16,000,000 for a vehicular tube to connect East Boston with the mainland.

"Kill this measure," he said, "and let your Transit Commission start work on the tunnel which has already been authorized and delayed for almost a year. After you get the tunnel started and put hundreds of the unemployed to work, or even before the tunnel is to traffic, you can very well decide on what streets should be widened to provide easy access to the tube.

Speculators Get Busy

"There is no reason in the world why this bill should have been offered as an amendment to the present tunnel act," said Goodwin, "except as a 'rider' to help out those boys. When they heard the probabilities of widening Cross street, the real estate sharks got busy and bought up all they could get on Cross, Merrimac and a few of the other streets. But I think it was Representative Henry Shattuck who got busy at that time and killed the bill, leaving the speculators to hold the bag.

"The principal reason for this bill now is to let the speculators in after holding the bag for five years, even though the Legislature blocked it in 1925," snapped Goodwin.

In his attack on Harriman, who is chairman of the Board of Public Trustees of the Elevated, Chairman Goodwin said: "One thing he is looking for in this bill is the tying up of this street widening with the Elevated structure at Atlantic avenue. But the Finance Commission has adopted a plan for the widening of Merrimac street, and the widening of Cross street would be given easy access to the tube entrance to the tunnel so that traffic would be given easy access to the tube.

"It was no new measure, he said, appealing for the start of construction work on the tunnel without delaying the matter through an attempt to secure an amendment for $16,000,000 more, Goodwin declared that 500 families will be forced out by the tunnel. The property owners, he added, "will not admit the Harriman-Fay bill, and Chairman Fay makes plea.

Chairman Fay, in speaking for the bill, explained that the measure was to increase the expenditure from $16,000,000 to $39,000,000 in order to make necessary street widenings. Boston entrance to the tunnel so that traffic would be given easy access to the tube, he said, proposed the widening and the extension of Cross street from Haymarket square to Atlantic avenue, the widening of Chardon street from Bowdoin to Cross, the widening of Merrimac street from Chardon to Haymarket square, and the widening of Cross street to permit the construction of a large traffic circle.

It was no new measure, he said, stating that the widening of Cross street had been recommended by public officials and commissions for the past 25 years, but inasmuch as it would benefit the proposed East Boston traffic tunnel, it was decided, he said, to offer it as an amendment to the tunnel act, so that it might be paid for out of the revenue of the tunnel tolls, rather than out of general taxation.

The toll money would go to the construction of the new streets, however, and the average of 65 cents per vehicle brought enough business to exceed the requirements for the $16,000,000, he said, adding that the city was authorized to construct the tunnel itself.

Marcella Opposes Harriman Plan

The resolution was before the Council, he pointed out, simply because the Legislature will not consider late bills without the approval of the city government. The bill was filed late with the Legislature, he said, because he and Mr. Harriman waited to confer with the Mayor, who came into office only five days before the time limit for filing laws at the State House had expired.

Representative Felix Marcella of the West End told the Council that the amendment was part of the scheme to "kill the highway" when the
but there is no suggestion about Char- 
don street in it."

Goodwin ridiculed the claim of Fay 
that the proposed street widenings are 
necessary and asked, "Who is going to 
come into Haymarket square to go 
through the tunnel?"

"It's the beginning of a $50,000,000 
loop highway, the proposition that the 
Legislature threw out. The thing to do 
is to vote against this bill and let Tom 
Sullivan and the rest get busy and 
build a tunnel."

Goodwin added that the logical street 
improvement which should be made is 
to extend Beverly street to Atlantic 
avenue. His final word was to allow 
Harriman and Fay to present their 
bill to the Legislature as a street im-
provement and not as a rider to the 
tunnel. In asking for speed in starting 
the tunnel he declared that 500 families 
will be forced to vacate houses which 
will be razed and that owners are un-
able to rent their buildings or to collect 
rents from tenants who refuse to pay 
because they know that they will be 
forced to move shortly.

In his argument favoring the street 
widening, Chairman Fay declared that 
a direct highway should be made from 
Bowdoin square to Atlantic avenue, 
which would run close to whatever 
tunnel entrance is approved and which 
would relieve traffic congestion in Hay-
market square.

To Councilman Wilson he estimated 
the length of the widened roadways as 
2700 feet and while he admitted that the 
tunnel bill authorizes street im-
provements within a radius of 1000 feet 
of entrances he said that the $16,-
000,000 limit of expenditure will not 
allow of necessary widenings.

USED TO CAPACITY
Chairman Fay explained that provi-
sion had been made in the bill to apply 
any surplus of revenue from tunnel tolls 
to the street widening and he predicted 
that the proposed tunnel will be used to 
capacity almost as soon as it is avail-
able. He refused to indorse Chairman 
Thomas F. Sullivan's forecast that it 
would be from seven to eight years be-
fore tunnel tolls would be adequate to 
maintain the financial requirements.

To Councilman Fitzgerald, Chairman 
Fay admitted that the street widening 
plan was a part of the original tunnel 
bill, but was eliminated by the Legis-
lature.

To Councilman Wilson, the statement 
was made that no suggestion has been 
made about the width of the widened 
Chardon and Cross streets which led 
Wilson to ask if it would not be a 
good idea to defer any vote until more 
time had been devoted to important de-
tails of the scheme.

Representative Felix Marcella spoke 
strongly in favor of the proposed widen-
ing and extension of Beverly street 
which he said was a Harriman plan.

The motion of Councilman Wilson to 
lay the street widening order on the 
table was passed without a dissenting 
vote.
FIN COM HEAD
ASSAIDS FAY
AND Harriman

Challenges Qualifications
As Tunnel Experts—Also
Attacks Whitten

SAYS $4,000,000 PLAN
CAMOUFLAGES LOOP
Council Ignores Curley's
Request and Tables
Order

Frank A. Goodwin, chairman of the Boston finance commission, demanded yesterday that the city council ignore the advice of Henry I. Harriman and Frederic A. Fay on the East Boston tunnel project, and charged the former with vacillation, uncertainty and "deliberate misrepresentation.

Hardly less sensational was his attack on Robert S. Whitten, consulting engineer of the city planning board, of which Mr. Fay is chairman. Goodwin described Whitten as "an expert in drawing money from the state and city treasuries," and charged that he had obeied the orders of Harriman and Fay.

REFUSE REQUEST
After Goodwin's outburst, the council without a dissenting vote refused to act on Mayor Curley's request for approval of the Harriman-Fay $4,000,000 street widening scheme which they wish to attach to the tunnel legislation.

Not only did Goodwin repeatedly advise the council to pay no heed to the expert advice of Harriman and Fay but he flatly charged that the $4,000,000 project is a subterfuge which hides the real purpose of the tunnel, in which he declared that the directors of the Boston Elevated Railway are interested—"the sale of the elevated structure on Atlantic avenue and its conversion into an overhead traffic roadway."

The criticism of Harriman and Fay was unexpectedly hurled in the face of the latter, who had previously tried to convince the council that the widening of Charidon and Merrimac streets, the creation of a traffic circle in Haymarket square and the widening and extension of Cross street were essential to the ultimate success of the tunnel.

Goodwin, reading from official records which defined the attitude that Harriman has taken on the tunnel project since 1926, called him vacillating and uncertain of his position and led to his final appraisement as far different from the characterization which he has been given as an expert.

WORKING IN UNISON
The finance committee chairman charged that Harriman and Fay have been working in unison and in his final summation, after he had charged that Whitten, who also has been employed as a consultant by the Metropolitan planning division, had obeyed their orders, he virtually demanded that the council ignore them as well as their street widening scheme.

Goodwin maintained, that the primary purpose of the Haymarket square traffic circle and the widening of Cross street is to relieve the "real estate men who have been carrying the bag for five or six years, since they bought a lot of property because they believe that Harriman's loop highway plan was going through, and allow them to dispose of their real estate holdings."

In launching his attack on Harriman, who was reported in New York, and who sent his regrets to the council on his inability to attend the meeting, Goodwin declared that Harriman is the chairman of the trustees of the Boston Elevated and not a member of the metropolitan planning division. "Although he had had himself elected director of plans," after his membership was terminated.

Goodwin challenged Harriman to produce any record showing that the Metropolitan planning division has ever approved any East Boston tunnel plan advocated by Harriman and Fay and charged that Harriman has been guilty of deliberate misrepresentation. He added that the records of the city planning board fail to show any tunnel plan has been approved.

CHALLENGES EXPERTNESS
"The only reason that Harriman has been called to discuss tunnel plans," he said, "is that he has been engaged as an expert. It is my purpose to disqualify him as an expert."

In 1925, he placed Harriman, as a member of the Metropolitan planning division, on record as favoring a bridge instead of a tunnel but when Francis E. Blatton objected, the members turned around and recommended a tunnel.

"Thus we have Harriman, first in favor of a bridge and then a tunnel. Early in 1926 a report was issued in which both bridge and tunnel were approved. In March, 1926, Harriman presented a bridge bill to the legislative committee on metropolitan affairs. Along in December, he shifted to a tunnel but after he found that he couldn't put the tunnel over and if Mayor Curley was turned in, he advocated a bridge and Mr. Fay was strongly in favor of a bridge. So they introduced a legislative bill for a bridge.

"I merely offer these facts to show whether they should be considered experts to the extent that the people of Boston should be committed to the expenditure of large sums of money. Their original tunnel plan called for an entrance in Central square, East Boston; then they shifted to Maverick square and their tunnel had a curve in it. Then there was a new plan which eliminated the curve. Later Harriman sprung the cork screw plan, and tried to unload that baby on me."

CORKSCREW PLAN
Goodwin charged that this cork screw plan concealed its real mission, which he asserted, was to make use of the Elevated structure, on Atlantic avenue. "It was tied up with that Elevated structure that the Elevated people want to get that scheme tied up with this new scheme."

Goodwin continued that still another tunnel bill he's been conceived by Harriman and Fay. "Neither is an expert in the sense that his judgment should be taken," he declared.

Here's another expert, Mr. Whitten, who was brought to Boston in 1927 for that was his first appearance as an expert and he collected his first money for work upon a comprehensive plan of street laying out in the entire city. He received $4847 in 1927, $4849 in 1928 and $5022 in 1929 and he's still going strong. He has also been employed by Harriman as an expert for the Metropolitan planning division and he got $6000 there at the time I looked him up.

"I summoned him before the finance commission and learned that after working two and a half years he had made plans and suggestions for a tunnel. He drew an entrance practically where the transit commission decided it should come in the city proper and in East Boston—on Hanover street and in Central square."

"Where anybody with any sense knows that it ought to come out," added Goodwin.

Then the fellows who were paying him caused him to shift. He has drawn a plan of a new way street running...
Council Tables $4,000,000 Amendment For Project

Goodwin Raps Harriman and Fay on East Boston Tube Plans

Chairman Frank A. Goodwin of the City Finance Commission, in the executive session of the Boston City Council yesterday, "took apart" the East Boston tunnel amendment intended to increase the cost of the tunnel from $18,000,000 to $20,000,000 and killed the deal.

Following the attack on the project by Chairman Goodwin, Councilor Robert G. Wilson Jr. of Dorchester offered a motion that the resolution favoring the tunnel be increased from $16,000,000 to $20,000,000 and killed the deal.

The chairman of the Finance Commission listened patiently to the statements and explanations by Chairman Frederick H. Fay of the city planning board, who was questioned by some of the Councilors.

When given the floor Chairman Goodwin declared that the principal object of the $4,000,000 increase was to enable real estate speculators to unload on the taxpayers of the city, as well as to permit the Boston Elevated to sell the Atlantic-av elevated to the city.

Pres Henry L. Harriman of the Boston Chamber of Commerce and Chairman Fay of the planning board, as tunnel experts, were ridiculed by Chairman Goodwin, who scored their "vacillating opinions."

Advises Tunnel Start

"Kill this amendment," said Goodwin, "and let your transit commission start work on the tunnel which has already been authorized and delayed for almost a year. After you get the tunnel started and put hundreds of unemployed to work, or even after the tunnel is opened to traffic, you can very well decide on what streets should be widened to provide easy access to the tunnel.

"There is no reason in the world why this bill should have been offered as an amendment to the present tunnel act, except as a rider to help out the 'boys'. When they heard of the probability of widening Cross at the real estate sharks got busy and bought up all they could get on Cross, Merrimac and a few other streets.

"I think it was Representative Harry Blattuck who got busy at that time and killed the bill, leaving the speculators holding the bag.

"The principal reason for this bill now is to let the speculators cash in after holding the bag for five years, even though the Legislature blocked it in 1925."

Attacking Henry L. Harriman of the Board of Public Trustees of the Elevated, Goodwin said that Harriman no longer was a member of the Metropolitan Planning Board but that "he had himself elected director of plans so that he could keep his hand in the street widening program.

"He was called into the tunnel meter as an expert, but I am going to disqualify him as an expert," Goodwin said.

He accused Harriman of shifting back and forth from tunnel to bridge plans the past five years.

Fay Explains

Mr. Fay's explanation of the $4,000,000 amendment was that it was to make necessary street widenings near the Boston tunnel entrance. It called for widening of Cross at from Haymarket sq to Atlantic av; widening of Chardon at from Bowdoin sq to Merrimac sq; widening of Merri- mac at; widening of Merrimac at from Chardon to Haymarket sq and the widening of Haymarket sq to permit of the construction of a large traffic circle.

"This highway plan killed by the Legislature a few years ago. People of the North End and West End, he said, oppose the bill because it will dump all traffic into Haymarket sq.

"He said the Legislature is considering a bill supported by Martin M. Lomasney providing for the widening of Beverly st at its extension to Atlantic av, on the basis of the Fay-Harriman proposal.

Points to Whims

Goodwin charged that to suit the whims of Pres Harriman of the Chamber of Commerce, Engineer Whitten, New York consulting engineer, who was paid more than $25,000 by the city and $600 by the State, shifted his opinions.

"If you were working, you would soon shift if the fellows that were paying you wanted you to shift your plan," said Goodwin.

The $4,000,000 addition, said Goodwin, in warning the Council against adopting the resolution permitting the Harriman-Fay tunnel amendment to go to the Legislature, was but the beginning of a $20,000,000 program for a 'loop highway' which had already been defeated by the Legislature.

The fate of the amendment rests with the Councilmen, who indicated, following the Council meeting, that it was scheduled to remain permanently on the table. It was not scheduled by the Harriman-Fay bill which will receive no Legislative consideration this year.

Chairman Goodwin argued for immediate start on some portion. He declared 500 families will have to get new homes; that tenants are not paying rent or have moved, leaving vacant buildings which, he said, was unfair to property owners. There should be no more delay, he said.

COUNCILORS WANT MORE STREETS BUILT

Councilors from Hyde Park and West Roxbury, if they have their way, will keep the Street Department busy for years. Apparently residents of the two districts are in great need of streets.

Yesterday Councilor Norton of Hyde Park introduced an order calling for the construction of 353 streets in Hyde Park. Some time ago Councilor Cox of West Roxbury pushed through orders for as many as 100 streets in West Roxbury.

"I think it was part of the circumferential highway plan killed by the Legislature a few years ago. People of the North End and West End, he said, oppose the bill because it will dump all traffic into Haymarket sq."

"He said the Legislature is considering a bill supported by Martin M. Lomasney providing for the widening of Beverly st at its extension to Atlantic av, on the basis of the Fay-Harriman proposal."

Costs, he said, would only be available if the average rate of 27 cents a vehicle would be found more than enough to meet the bond issue requirements on the original $10,000,000. City approval he said, was necessary in order to have the Legislature consider late bills; that the amendment was a late bill because Harriman wanted to confer with Mayor Curley who took office just a few days before the time limit for filing bills to be considered by the Legislature.

Speaking against the amendment, Representative Felix Marcella said that it was part of the circumferential highway plan killed by the Legislature a few years ago. People of the North End and West End, he said, opposed the bill because it would dump all traffic into Haymarket sq.

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His Honor Goes In for a Bit of Masonry

Mayor Curley, right, shown yesterday as he wielded a mason’s trowel in setting in place the cornerstone for the new fire station in Bowdoin sq., with Fire Commissioner McLaughlin looking on. The new house will be a model for the country.

‘Tunnel’ Plan Killed After Goodwin Rap

Following a torrid attack on Henry I. Harriman by Chairman Frank A. Goodwin of the finance commission, the City Council in executive session yesterday tabled, and thereby killed, proposed endorsement of legislation providing for expenditure of $4,000,000 for street widenings in the North and West Ends in connection with the $18,000,000 East Boston tunnel.

Goodwin showed by reports and dates that Harriman, who with Frederic H. Fay, chairman of the city planning board, is sponsor of the plan to raise the tunnel cost to $20,000,000, has vacillated for years between a bridge and a tunnel and thereby was disqualified as an expert.

He declared that this was the beginning of a new attempt to pass legislation for a $50,000,000 loop highway about the downtown area, which the legislature once “threw out.”

“When that plan had a lot of friends, the real estate boys bought up a lot of property and they were left holding the bag,” said Goodwin, “I believe this new measure is principally to give them a chance to unload.”

Goodwin appealed to the councilmen not to endorse the $4,000,000 additional because it would further delay construction of the tunnel which, he said, ought to begin at once to give employment to hundreds of men.

Frederic H. Fay argued for the measure which provided for widening of Cross st., enlargement of Haymarket sq. and construction of a huge traffic circle there.

WITHOUT CIVIL SERVICE

The measure giving the Port Authority of Boston permission to choose employees independently of the Civil Service Commission has passed each branch of the legislature quickly, and Governor Allen will probably sign it. The grant in general is a dangerous one, in that it restores the very abuses which made Civil Service necessary. In this particular case, however, the action was wisely taken. The Authority will now be able to select the men best qualified to do the important work which must be accomplished if Boston is to obtain that portion of coastal and ocean commerce to which it is entitled.

This is only a beginning, of course. As Providence will discover, business does not necessarily follow the creation of facilities for doing business, but is more likely to precede. All port experts agree that there must be something to fill the ships with. The Boston Port Authority is working to obtain that and meanwhile is improving as rapidly as possible the facilities which will be necessary if it comes. The situation is far from hopeless, but success will not come quickly and there is no assurance that, once the increased business comes here, it will stay unless there are vigorous efforts to retain it, efforts to which both the state and the city must give assistance.
NEW BERTHS IN SCHOOL SYSTEM

Committee Creates and Fills Positions at Regular Meeting

RECEIVES THANKS OF BURKE AND DOWNEY

Two new positions were created by the school committee last night at a regular meeting. Louis C. Keyes, senior assistant at the continuation school, was made head of the girls' division, while John F. Sullivan was made superintendent of health in the department of hygiene of the school system.

The committee, in routine fashion, voted increases for purchase of raw materials to be made into salable products by the students at the schools for girls and the Boston trade school. In recent years unions have protested against this. The Boston trade school obtained an $800 increase to $1000, while the girls' school got a $100 increase to $1100.

Chairman Joseph J. Hurley of the committee commented upon the sudden death of John Doonan, chief custodian of the school committee building. Asserting that the death was a shock to all the committee, Hurley praised Mr. Doonan for his faithfulness and loyalty to the committee members and, speaking for the press, expressed their gratefulness for Mr. Doonan's kindnesses.

Robert F. Denvir, formerly of the Boston Globe and now teacher of journalism at Dorchester high school, was appointed to teach in the high school there. Other evening appointments included: Fred G. Perine to Roxbury high school, May E. Briggs to Commonwealth, Mary M. Fitzgerald to Phillips Brooks School, and S. Margaret Knowlton to Washington Irving school.

ACCEPT REAPPOINTMENTS

Supt. Jeremiah E. Burke, in a letter, accepted his reappointment as superintendent for a six-year term beginning Sept. 1, and thanked the committee for "this expression of confidence." Asst. Supt. Michael J. Downey, who was also reappointed, accepted and indicated his pleasure at the vote.

Miss Agnes E. Reynolds, who received the commendation of the survey committee for her work, was given extra compensation for her labors as clerk of that body. Frank F. Hurdly was appointed principal of the High O'Brien summer review elementary school. It was voted to print 60,000 copies of the school weekly word, combining spelling and vocabulary assistance for pupils in grades 8 to 10.

Business Manager Alexander M. Sullivan reported that drafts to March 31 were: Expenses under school committee control, $3,663,453.62; expenses of department of schools, $123,238.80; expenditures for land, plans and construction of buildings, $653,725.77. Total expenses for all school purposes for the quarter were $4,366,453.20.

REPORT 41,466 JOBLESS IN BOSTON

Police Say Unemployment Condition Is Normal

Boston, with 502,394 residents older than 20 years, has a total of 41,466 unemployed, according to the official record compiled by the police last week. It was announced yesterday by Supt. Michael H. Crowley.

Of the total listing about 8½ percent seemed to be unemployed. In the unskilled section, police reported that they found many men without employment, but few women jobless.

The following is a list of the districts and the number of unemployed, according to the New England Telephone:

High School, 5: West End, 10:12; Upper South End, 8: Lower South End.

EXPENSES OF HUB SCHOOLS

$4,366,453 Reported for First Three Months

A summary of expenditures for all items of maintenance under the control of the Boston school committee for the first three months of this year, as submitted by Business Manager Alexander M. Sullivan at last night's meeting of the school committee, amounted to $3,663,453.

The expenditures for alterations, repairs, furniture and fixtures for school buildings by the Department of School Buildings amounted to $123,238. The total expenditure for maintenance for the first three months of the current financial year was $5,728,727. The expenditures for land, plans and construction of school buildings by the Department of School Buildings for the first three drafts of the current financial year amounted to $653,725.

The total expenditures for the first three months of the current year for all Boston schools, exclusive of interest and sinking fund charges, were $4,366,453.

At last night's meeting Superintendent Burke acknowledged the vote of the school committee appointing him to another six-year term as head of the Boston public school system. A similar acknowledgment was recorded from Assistant Superintendent Michael J. Downey.

It was voted by the School Committee to allow the principal of the Trade School for Girls an additional sum of $100, increasing the total to $1,500, for the purpose of paying for a building of the city.

Katherine A. Eldridge was appointed assistant in the kindergarten division in the Longfellow district, while Louise C. Keyes was promoted to head of the Continuation School and John P. Sullivan was raised from supervisor of health, department of school hygiene.
Allen and Curley to Real Estate Men

They Address Mass. Real Estate Luncheon Party at the Statler

Governor Frank G. Allen and Mayor James M. Curley, this afternoon addressed members and guests of the Massachusetts Real Estate Exchange at a luncheon at Hotel Statler. Two hundred men were present.

"When it is taken into consideration that the value of real estate in Massachusetts represents something over $7,000,000,000, it is safe to say that this great amount of wealth, which exceeds that of any other source, is entitled to constant recognition in a consideration of the economic problems of the Commonwealth," said the governor. "The constantly increasing demands of municipal Government and the operator and time but to extend activities growing out of the present-day requirements for education, highways and fire and police protection, have resulted in the taxable real estate being constantly each year an increasing burden.

"Massachusetts, like every other State," has found that real estate absorbs nearly all of the increases which have come by way of expenditure for city and town expenses. The theory of ability to pay has long since vanished in respect to real estate, because benefits, so far as the real estate itself is concerned, are greatly over-compensated by way of requirements. The only possible connection between the real estate tax payments now and ability to pay is the argument that through the real estate tax the benefits to the individual are reached and compensated for."

Mayor Curley said that the United States Lines and other steamship interests are soon to make Boston a port of call and this will give a chance for good bottom cargoes. He said that he favors the proposed $1,000,000,000 grain elevator at South Boston. With the elevator and arrangements completing for shipment of grain from Oswego to Boston this port will have a one-cent advantage over Baltimore on each bushel. He told what he is doing for the benefit of the commercial and industrial life of Boston.

President Hoover's Administration, said the mayor, is in "the blue-print stage," and when results will be good. There is a vast difference between the politician's and the engineer's way of doing things. The latter goes at it scientifically, thoroughly, for permanent benefit.

City Collector Reported Better

City Collector George H. Johnson was reported as "getting along finely" at St. Margaret's Hospital, Dorchester, where he was taken Saturday night suffering from a foot infection. Hospital physicians stated that he would be ready in a week or 10 days to return to his home at 490 Center St., Jamaica Plain.

Mayor Curley Will Open Public Links

Mayor Curley will personally open the public golf season tomorrow afternoon at 2:30 o'clock when he will drive the first ball off No. 1 tee at the municipal links at Franklin Park.

The course has been put in perfect condition by a corps of workmen, under the direction of Chairman Williams of the park commission, who will preside at the opening exercises.
JOINS SINKING FUND BOARD

Eugene M. McSweeney, circulation manager of the Boston Evening American and Boston Sunday Advertiser, has been appointed to the sinking fund commission by Mayor Curley. His term will expire May 1, 1932.

Mr. McSweeney, who lives in Chilton rd., West Roxbury, has been long identified in the newspaper and advertising business in this city, and is a well-known figure in public life. He is married and has three children, Eugene M., Jr., who attends Huntington School; John M., and Patricia. Both of the younger children attend West Roxbury schools.

The mayoral appointee was born in Marlboro, and was graduated from Manhattan College, New York. He is a member of the Boston City Club, Commonwealth Country Club, Boston Chamber of Commerce and the Hyannisport Club.

In former years Mr. McSweeney was identified with the old Boston Traveler; with the Hearst newspapers from 1910 to 1923, and for six years was president of the Eugene M. McSweeney Advertising Agency.

CHILEANGHILL, MAYOR CURLEY

From far away Chile, Mayor Curley today received belated but welcome congratulations on his election, from a man whom he doesn't know, but who is apparently a former Bostonian.

The letter was from J. Bligh, writing on March 19, from Barquitos, Chanaral, Chile, on the letterhead of the Potrerillos Railway Company. The following message:

"I want to congratulate you and the people of the city of Boston on your election as Mayor," wrote Bligh. "I knew you would be elected, and it sure was a pleasure to read about it in this far-away place. With best wishes for health, happiness and success."

It took five months for the election news to travel to this man in the Chilean wilderness, and for his congratulations to travel back to Boston.

TERCENTENARY FLAG IS RAISED

G. A. R. Men Take Part in Exercises at Statler

The first raising of the official tercentenary flag took place at 1 today, when this new and interesting emblem of the 300th anniversary of the founding of the Massachusetts Bay Colony was raised on the Hotel Statler.

A feature of the brief flag-raising ceremony was the presence of the G. A. R. men who are holding their annual encampment in Boston with headquarters at the Statler. Commander-in-Chief Foster and other leading officers of the organization were present, as were members of the W. R. C., the Sons and Daughters of Veterans and Ladies of the G. A. R. The G. A. R. men made a display of its colors, adding to the attractiveness of the occasion.

The flag-raising program was under direction of Maj. Charles T. Hardung and Mrs. Col. W. MacDonald of theExited, I know you would be elected, and it sure was a pleasure to read about it in this far-away place. With best wishes for health, happiness and success.

Sincerely yours,

J. Bligh.

CURLEY BOOSTER IN CHILEAN WILDS

J. Bligh of the Potrerillos Railway Company, located somewhere in the Chilean wilderness may be a former Bostonian, maybe a former Tammany Hall man, but at any rate he is a Mayor Curley booster.

The Mayor said he did not happen to remember J. Bligh, but apparently J. Bligh remembered the Mayor this morning received a letter bearing a Chilean postmark of March 19, and containing the following message:

"I want to congratulate you and the people of Boston on your election as Mayor. I knew you would be elected, and it sure was a pleasure to read about it in this far-away place. With best wishes for health, happiness and success."

Sincerely yours,

J. Bligh.

APPROPRIATION BUDGET TO BE EXAMINED TODAY

The City Council Committee on Appropriations, Councilor Robert Gar-diner Wilson Jr., chairman, will today begin the examination of the appropriation budget for municipal and county departments. Heads of departments will appear to explain the financial requirements of their departments, as provided for in the budget.
$3,700,000 TO PUBLIC FROM MRS BRADBURY
Massachusetts General Hospital Gets $1,500,000
Art Museum, College of Pharmacy
$1,000,000 Each, by Will

More than $3,700,000 in public bequests are provided by the will of Mrs. Harriet J. Bradbury of 285 Commonwealth av., filed yesterday. Her estate is estimated at between $12,000,000 and $15,000,000. The Massachusetts General Hospital receives not less than $1,500,000, the Boston Museum of Fine Arts not less than $2,000,000, the Massachusetts College of Pharmacy, $1,000,000, and the Boston Lying-In Hospital, $300,000.

Mrs. Bradbury was the widow of Frederick Thomas Bradbury, who was associated up to the time of his death with the Bradbury and Chemical Company, and the sister of George Robert White, who left an estate now valued to $6,000,000 to the city of Boston for humanitarian purposes, the income of which is being used for graduate and advanced courses of instruction and of research in order to insure the maintenance by the college of a high place among the colleges of pharmacy which in my opinion will always depend more upon the qualifications of its holders than upon its name, number, and character.

Memorials to Brother
In disposing of the residue of her property Mrs. Bradbury especially had in mind her late brother, for whom these gifts to the Art Museum and the Massachusetts General Hospital are to stand as monuments; and this is equally true in the case of the College of Pharmacy.

Library Left to Harvard
To the Harvard College is left the Bradbury library.

Mrs. Bradbury directed that her stock proceeds held as a permanent fund, of which only the income to be used for general use.

MRS MARY P. C. CUMMINGS' GIFT ACCEPTED BY CITY

The gift of 200 acres of land and buildings thereon to the city of Boston under the will of Mrs. Mary P. C. Cummings of Woburn, accepted by the City Council, was yesterday approved by the Mayor, in his intention to make the Woburn property a place of recreation for the poor in the Summer.

CITY COLLECTOR JOHNSON BETTER
City Collector George H. Johnson was reported as "getting along finely" last night at St. Mary's Hospital, Dorchester, where he was taken Saturday night suffering from a foot infection. Hospital physicians stated that he would be ready in a week or 10 days to return to his home at 490 Centre street, Jamaica Plain.
Boston May Draft 4000 Men to Wage War on Smoke Evil

Mayor's Committee Asks Co-operation of Policemen, Firemen and Inspectors To Report Violations

By M. J. ROSENAU JR.

The city of Boston will throw an army of more than 4000 men into the ‘fanks’ of those already fighting the smoke nuisance if Mayor Curley accepts a plan formulated by his committee of investigation as the best possible way in which Boston can co-operate with the metropolitan area of the evil.

The army will consist of 2400 policemen, 700 firemen and the inspectors of the health and building commissions. The committee suggests that the mayor ask the head of each department to instruct subordinates to report all apparent violations of the present smoke statute, the reports to be forwarded as complaints to the state department of public utilities division of smoke inspection.

RESULT OF CONFERENCES

The committee's report will be made by Corporation Counsel Samuel Silverman, backed by Dr. Francis X. Mahoney, health commissioner, and Eugene C. Huntley, building commissioner, and is the result of a series of conferences held at the mayor's request for a solution to the problem. According to the committee, the plan represents the only possible constructive action the city can take.

Mayor Curley's original desire was the passage of an ordinance by which Boston could control the nuisance within its limits, but he has been met by the impassable barrier of conflict with existing state legislation.

Mr. Silverman explained that the committee agreed on the proposal as one which offers two-fold benefits:

First—The movement will have the desired immediate effect of stimulating owners and operators of heating, power and light plants to the exercise of greater care in the emission of smoke.

Second—The city will call to the attention of the division of smoke inspection a situation which is generally considered an unnecessary and abatable nuisance.

CITY POWERLESS

"Then," said Mr. Silverman, "it is the city's co-operation with the proposed new division of smoke inspection that brings about the betterment of the situation, the mayor will be armed with the most conclusive evidence to present to the Legislature that the present law is ineffectual.

The way things stand now the city is powerless to pass any ordinance for the relief of the smoke nuisance, because it would conflict with the existing state act of 1910. There are amendments to the law before the legislative committees, calculated to bring about better enforcement of that law.

"For the present, at least, it would be useless for the mayor to ask special legislation to permit the city home rule in dealing with smoke. But it was department of utilities, which declares that the present law is inadequate and cannot be enforced, fails to benefit by the city's new division of smoke inspection, last night expressed a hope that the mayor will adopt the plan modified by the commission of the evil.

New Traffic Head Likened to Jackass

By Irate Civil Service Commissioner

"While the automobile has superseded the horse, nothing yet has been found to take the place of the jackass." That scornful and tart comment from Patrick J. McMahon of Westfield, member of the state civil service commission, was the extent of the defense made yesterday by the commission of the banch criticism uttered against it Sunday in an address at North Cambridge by former Congressman Joseph A. Conroy.

McMahon lampooned Conroy at the weekly meeting of the civil service commission at the State House when the critical address of the recently appointed traffic commissioner of Boston was discussed informally by the members.

"At the present time I shall not pay any attention to the criticism," said Commissioner Elliot H. Godwin, but its smiled broadly when he heard his colleague pay his disdainful respects to the man the commission twice refused to confirm as appointment to the post of traffic commissioner.

It was pointed out that the commission is powerless to give out its reasons for refusing to confirm a civil appointee under the law which was repealed last week by the Legislature. Attention was called to the civil service regulation which says that in the event that confirmation is denied the commission does not within 30 days after the receipt of notice the certificate with the city clerk the appointment shall be void.
HURLEY RENews

Drive on BURKE

Declares Re-election Does Not Close Probe of Expenditures

HEAPS RIDICULE ON 'EMOTION TRAINING'

The start of a new campaign against Jeremiah E. Burke as superintendent of schools was made by Joseph J. Hurley, chairman of the Boston school committee, in a speech last night before the Trescott Parent-Teachers' Association in the Trescott School, Mattapan.

Chairman Hurley's candid discussion of Boston school affairs under the administration of Supt. Burke also served as an explanation of the attempt of Hurley and Frances C. Gray to remove Burke from office last week, when he was re-elected by only a 2 to 3 vote.

HITS EXPENDITURES

A bitter attack on large expenditures for expensive machinery for shops in the schools, when there is a decided lack of classroom space, was made by Chairman Hurley.

After denouncing that the school committee would attempt to replace the admittedly inadequate Trescott School, Mr. Hurley took up the Boston school system, saying that the re-election of Supt. Burke last week "did not close the matter." "In the last nine years $27,000,000 has been spent for school construction and the public has not been informed as to whether the buildings were or are needed for classroom use," the chairman continued. "First, the extravagance I am using a euphemistic term of the old school house commission; second, the misinterpretation on the part of the educational authorities regarding the true function of education in the Boston schools.;

Citing the fact that Boston has 240 portable schools buildings, 'some of which are absolutely unfit for use,' the chairman said, "this is true while the educational authorities are pursuing a magnified system of trade classes which uses up space needed for classrooms." He termed the use for trade ship machinery and equipment space needed for "classroom" an "imperative need." A return to the "three R's," with the established system of elementary manual training, was urged as a solution of Boston's school problems.

By reference, Chairman Hurley attacked Supt. Burke on the subject of emphasis on training of the emotions of children. "Did you ever have your emotions educated?" asked the chairman. "Oh, it's a great thing, this 'Educability of Emotions.'" This was a reference to a published study by the superintendent.

The chairman prophesied that the curiosity of the Boston public to know what the expenditure of school money would be answered "in the next two years. The election of last week did not foreclose the answer to this responsibility."

BOSTON CHILDREN'S CAMP IS PLANNED

Woburn Land Bequeathed to City by Mrs. Mary Cummings

Definite plans will be prepared by Mayor Curley, within the next few weeks, for the conversion of 200 acres of land in Woburn and Burlington into a summer recreation grounds for the children of Boston.

Mrs. Mary P. C. Cummings of Woburn was the donor and in her will she also bequeathed to the city the property at 53 North Market street. Mayor Curley signed the formal acceptance of the bequest yesterday after it had been accepted by the city council.

The conditions of the gift specify that the Cummings farm must be used for recreation purposes and if Mayor Curley's plans are consummated, the income from the North Market street property plus revenue from the Randridge fund will be ample to maintain the new recreation grounds. It is his intention to send the children to the country for a day's outing instead of to Ranisford's island.

ALLEN, CURLEY SPEAK TODAY TO VETS OF '61

None but the brave dead bivouac in 11 state posts of the Grand Army of the Republic, it was revealed yesterday by State Commander James H. Webb at the 64th encampment of the veterans of the 60's in Faneuil Hall.

All 11 posts surrendered their charters late in 1929, an indisputable proof that the "thin blue line of heroes" is fast thinning.

Floral tributes and other gifts were sent to Mrs. Helen Smith, 96, Civil War nurse, at 110 Richmond st., Worcester, home. Gov. Allen and Mayor Curley sent roses, and the State Army Nurses Association sent her a purse of gold.

Newly elected officers were guests at a banquet at the American House, the ladies of the G. A. R. Officers will be installed today, and the veterans will have their annual banquet at Ford Hall. Gov. Allen, Edwin H. Foster, national commander-in-chief of the G. A. R., Mayor Curley and others will speak.

MRS. BRADBURY'S WILL

The testament disposing of Mrs. Frederick T. Bradbury's large estate is broad in its provisions and generous in its bequests. While it defines clearly Mrs. Bradbury's desires concerning the bulk of her money, it allows for unforseen circumstances which might otherwise render her funds useless or extravagant.

She left each of her residuary beneficiaries, the Boston Museum of Fine Arts and the Massachusetts General Hospital, to construct buildings when the need for them arises, provides for their maintenance, and then wisely states that the remainder of the fund shall be used for general purposes. Occasionally large bequests carry with them such onerous restrictions that the recipients feel that they have received a burden rather than a gift. Mrs. Bradbury, however, apparently realized the problems which large institutions face, understood how the passage of time changes the relative importance of various facilities, and made her will adaptable to the mutations of the teaching facilities.

While the Museum and the Hospital will presumably receive the larger shares of the estate, the requests accompanying the donation of $1,000,000 of her money, it allows for unforeseen circumstances which might otherwise render her endowed institutions useless or extravagant.

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No Extra
$4,000,000
for Tunnel

City Council So Votes After Goodwin Attacks Proposed
Additional Appropriation

With the charge that the additional
$4,000,000 which figures in the East Bos-
ton tunnel bill amendment, before the
Legislature, is mainly to permit real
estate speculators in Cross, Gorden and
Merrimac street to unload their holdings
and to allow the Cross street Elevated to get
rid of the Atlantic avenue overhead
structure, Frank A. Goodwin, chairman
of the Finance Commission, influenced
the City Council at yesterday's session
to table the request of the mayor for the
additional appropriation.

Chairman Goodwin strongly scored
Henry I. Harriman, chairman of the
Boston Elevated trusts; Frederic H. Fay,
chairman of the City Planning Board, and
Robert S. Whitten, consulting
engineer of the City Planning Board. As
a matter of fact, Mr. Goodwin claimed that
he had been paid more than $25,000 by
the city and $600 by the State to draw
up a comprehensive street program and
that he had shifted his opinions regard-
ing the tunnel entrance to suit the whims
of Mr. Harriman.

Chairman Goodwin warned the Council
that if the resolution were adopted per-
mittin the Harriman-Fay amendment to
go to the Legislature, it would not mean
that the expenditure of $4,000,000
more, but would be the beginning of the
$50,000,000 program for the "loop high-
way," which had already been defeated.

Permanently on Table

Following the attack of the Finance
Commission chairman, Councillor Wilson
of Dorchester offered a motion that the
resolution favoring the amendment to the
tunnel act be tabled, and the motion was
carried without a dissenting vote.

The councilors indicated after the meet-
ing that the resolution would remain
permanently on the table, raising the
possibility of future consideration of the
matters in the resolution.

Arguing against the resolution, Chair-
man Goodwin protested to the Council
that its favorable action would permit the
Legislature to admit the Harriman-Fay
bill, amending the present tunnel act,
which provides for the expenditures of
$16,000,000 for a vehicular tube to con-
nect East Boston with the island.

"Kill this measure," he said, "and let
your Transit Commission start work on
the tunnel which you have already been
authorized and delayed for almost a year.
After you get the tunnel started and put
money into the unemploy"ed to work, or
even after the tunnel is completed, you can
very well decide on what streets should be
widened to provide easy access to the
tube.

Speculators Get Busy

"There is no reason in the world why
this bill should have been offered as an
amendment to the present tunnel act," said
Goodwin, "except as a 'rider' to help
out the boys. When they heard of the
proimmunity of widening Cross street, the
real estate speculators got busy and bought
up all they could on Cross, Merr-
man and a few of the other streets. But
I think it was Representative Henry Shat-
tuck who got busy at that time and
killed the bill, leaving the speculators to
hold the bag.

"The principal reason for this bill now
is to let the speculators in after holding
the bag for five years, even though the
Legislature blocked it in 1926," snapped
Goodwin.

In his attack on Mr. Harriman, Chair-
man Goodwin said: "One thing he is
looking for in this bill is the tying up
of this street widening with the Elevated
structure at Atlantic avenue, because
the L structure is one thing that the
Elevated officials want to unload on the
taxpayers."

Mr. Goodwin stated that the measure
called for "plain talk" and that he did not
want his opinions to be regarded as a
personal attack on the proponents of the
bill. He declared that he felt he had
talk openly as head of the Finance
Commission whenever the question of
expending millions of dollars of the tax-
payers' money was involved.

He declared that Mr. Harriman was
no longer a member of the Metropolitan
Planning Division, but that he had himself elected to the plan so
that he could keep his hand in the street
widening program. Mr. Harriman was
declared to be an expert, as was Mr. Whitten, but Goodwin
would not have him disqualified from quali-
ing as an expert, he said, good.

He then declared that Mr. Harriman
for the past five years has been "shift-
ing" from tunnel to bridge and then
back to tunnel, and that his plan is the
tunnel plan several times.

In regard to Mr. Whitten, the Finance
Commission chairman said that the city
had retained him in 1927 to lay out a
street widening program to meet the
needs of the future, after that he recently
changed his plan when the Harriman-
Fay tunnel plan became known.

Declaring that Mr. Harriman had em-
ployed Mr. Whitten on the Metropolitan
Planning Division just to do similar work for the State, Chairman Goodwin added: "If
you were working, you would soon shift
if the fellows that were paying you
wanted you to shift your plan."

Fay Makes Plea

President Harriman was forced to be
in New York yesterday, it was reported
at City Hall, and so did not hear the
Goodwin attack. But Chairman Fay of the City Planning Board was there, and
directly behind the Finance Commission head as
he unleashed his message to the council.
Chairman Fay, in explaining the bill, explained that its purpose was to in-
crease the expenditure from $16,000,000
$20,000,000 in order to make necessary
street widenings near the Boston
entrance to the tunnel so that traffic would
be given easy access to the tube.

The bill, he said, proposed the widen-
ing and the extension of Cross street
from Haymarket square to Atlantic
avenue, the widening of Chardon street
from Bowdoin square to Merrimac
street, the widening of Merrimac street
from Chardon to Haymarket square, and
the widening of Haymarket square to
permit the construction of a large traffic
circle.

It was new measure, he said, stating
that the widening of Cross street had
been recommended by public officials and
it would not have been possible to ex-
ceed the requirements for the $16,000,000
bond issue already authorized to con-
struct the tunnel itself.

Marcella Opposes Plan

Representative Felix Marcella, of the
West End told the Council that the
amendment was a part of the "circum-
ferential highway" plan which the Legis-
lature had rejected a few years ago. He
declared that the people of the North
and West Ends were unanimously opposed
to the Harriman-Fay plan, claiming that
it would "dump" all the traffic into Hay-
market square.

Urging the Council to reject the Harr-
iman-Fay bill, Representative Marcella
said that the Legislature is now con-
sidering a bill to provide $150,-
000 to support the plan of the former Representative Martin M. Lowes
who, planning the widening of Bever-
ly and its extension to Atlantic
avenue. This plan, he said, could be
carried out at a third of the cost of the
Harriman-Fay proposal.

Two New Positions
in School Service

The school committee last night
created two new positions. Louis C.
Keyes, senior assistant at the continu-
ance school, was made head of the girls'
health division, while John P. Sullivan,
who had been supervisor of health in the depart-
ment of hygiene of the school system.

The committee voted increases for pur-
chase of raw materials to be made into
suitable products by the students at the
trade school for girls and the Boston
trade school. In recent years unions
have protested against this. The Boston
trade school obtained an $800 increase, to
$1,800, while the girls' school got $1,000, to
$1,100.

Superintendent Jeremiah E. Burke, in
a letter accepted his reappointment as
commissioner for the past thirty-eight
years, but inasmuch as it would benefit
the proposed East Boston traffic tunnel,
he said, he would not accept the offer as an
amendment to the tunnel act, go that it
might be paid for out of the revenue of the
traffic tolls, rather than out of general
revenue.
TRAVELER 4/9/30

What Mayor Curley Says, Is

MAYOR CURLEY is giving the city plenty to talk about. The story of what he is doing has left politicians baffled. The fact of the matter is that James M. Curley was chosen to be mayor and he is being mayor. He, and he alone, is running the job. Department heads may advise, but, for the most part, they take orders from the chief, who is Curley. He makes the decisions and his opinion prevails.

The story is that Mayor Curley is determined to give Boston a tremendously efficient administration. He is doing things his way and is content to rise or fall on that policy. His official family may be a cabinet, but its members do nothing unless the mayor puts his approval on it. This includes even personnel changes and other details.

The mayor's attitude came to light first in preparing the budget. Department heads found that he was familiar with practically every phase of their work. He cut and readjusted items, taking off here and adding there, and was definitely in command.

Another very interesting feature of the Curley administration up to date is the remarkable co-operation he is getting from Beacon Hill. The Governor and the Legislature appear to be in accord with his plans and have given him things that they refused to give previous administrations.

The situation is gratifying. The people chose Mr. Curley to be mayor. He is being mayor. His policies prevail. This is a wholesome arrangement. It definitely places responsibility for the conduct of the administration. We believe it will work out very well.

MEMORIAL DAY PLANS DISCUSSED

Appointees of the Memorial Day fund for the decorating of soldiers' graves on Memorial day will be restored to the executive basis that Mayor Curley established during his previous administration.

In conference today with representatives of veterans' organizations, the mayor announced that he desired each organization to submit an estimate of the amount of money required. In 1923 he established the apportionment plan because of the fact that some organizations were receiving more money than was necessary and others were deprived of adequate funds.

CURLEY RENEWS GOLD STAR PLEA

Mayor Curley today renewed his effort to arrange with the war department to have New England gold star mothers who are visit the battlefields of France sail from Boston.

He wired Secretary of War Hurley that the war department is disinclined to make such an arrangement. Lewis Parkhurst of the port authority will seek a conference in Washington to attempt to have the United States Lines authorized to furnish gold star mothers with transportation from Boston instead of New York.

A Great Gift to Boston

In the honor roll of Boston's most notable benefactors the name of Mrs. Harriet J. Bradbury will stand for all time beside that of her munificent brother, George Robert White. The very large endowment which he gave to the city had already filled to the brim, as it seemed, the measure of public spirited generosity which could possibly be expected from the members of any one family. But now Mrs. Bradbury has poured out another rich need of kindness so large that it baffles immediate realization of the extent of the boons conferred, and arouses in all citizens a sense of grateful appreciation which almost outstrips calm control.

The deserts as well as the needs of the Massachusetts General Hospital are so well known that all will applaud the nomination of this institution as beneficiary of one-half of the remainder of an estate estimated at between twelve and fifteen millions of dollars. The Museum of Fine Arts, which will receive the other half of the residue, can only be assured of thriving and distinguished development throughout the future by receiving from time to time unusually generous gifts from those rare individuals who, like the late Mrs. Bradbury, have that high and complete sense of the values of art which leads them to esteem the museum as worthy of the utmost support. The special endowment of one million dollars to the Massachusetts College of Pharmacy perpetuates an interest which George Robert White keenly felt in this meritorious institution. All in all, Mrs. Bradbury's gifts to Boston arouse admiration and appreciation beyond the compass of words written or spoken, and fit only to be treasured in the heart.

New Rate Is Against Boston Is Charged

Portland, Me., April 8 (A.P.)—Harold E. Kimball, traffic manager of the Maine State Pier and representative of the port of Portland authority, today says a new ocean freight rate on wood pulp that discriminates against Portland, Boston, New York and Philadelphia had been established by Moore & McCormack, operating the American Scantle Steamship Line. The 1930 rate, Kimball said, is $4.55 a ton to the four northerly ports and $4.50 to Baltimore, Newport News and Norfolk. Previously the rate from Baltic seaports to all Atlantic coast ports has been $4.40.
**Mayor to Assign Memorial Day Cash**

Following a conference today at the mayor's office on municipal monies for the decoration of soldiers' graves on Memorial Day, it was announced by the mayor that appropriation of funds will be restored to the systematic basis which he established in his previous administration. The mayor desires the various organizations to submit estimates of the amounts desired.

Among those at the conference were National Commander Edwin J. Foster and Colonel George A. Hackney, national chief of staff of the G. A. R., and Past Commander Benjamin Ham of the Massachusetts department, to whom the mayor presented plates bearing reproductions of historic Boston scenes. Others in attendance were Dr. William H. Griffin of the American Legion, Timothy W. Kelly of the Spanish War Veterans, Fred E. Bolton of the Sons of Veterans and Lewis P. Cauyon of the e Veterans of Foreign Wars.

**Contract Award to Lowest Bidder**

A contract for repairing bitulithic pavement in the Boston park system was awarded today to Warren Bros. Co., whose bid of $17,000 was $20 below that of M. F. Gaddie, the other bidder.

**Curley Veto on Playground Bills**

Appropriations for playground improvements amounting to $60,000, approved by the city council, were vetoed today by Mayor Curley. In his explanation the mayor declared that his disapproval of the orders did not necessarily mean that the proposed improvements are not of a worth while character but lack of funds forced him to take adverse action. He added that in every instance serious consideration will be given the needs of the various playgrounds and if it is found that they are of a meritorious character, funds will be made available next year.

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**Attorney N. F. Gaddie**

**RIP**
Mayor Curley to Hit Ball off First Tee in Opening Municipal Links Tomorrow

Initial Golf Ceremonies Scheduled for 2:30 in Afternoon—Early Arrivals Will Find Regular Greens in Condition for Use

BY RALPH CLIFFORD

The official opening of the municipal golf course at Franklin park will take place with ceremony tomorrow afternoon at 2:30, with Mayor James M. Curley driving the first ball from the tee. He may continue and play a few holes if the weather is at all inviting, but the foursome hasn't been announced.

LONG MAY PAIR WITH MAYOR

Possibly William P. Long, chairman of the park commissioners, can be persuaded to accompany the mayor, for Commissioner Long is no neophyte on the links.

It will be the earliest opening of the course in the history of the links and what is more, the players will be allowed to use the regular greens right from the start. Usually the temporary greens have been the rule for the first month or so, but Sup't Joe Howe has had a force of men working on the putting surfaces. Aided by friendly weather conditions all winter, the greens will be found ready for use.

It is barely possible also that the mayor may say some definite word about the proposed new course at that time. He long ago declared that he was in favor of at least two more courses for the citizens of Boston, but he matter, of course, hinges on the ability to get the property for the links.

Franklin park has been all "readied" up for the biggest season ever, although that was not news. Every year breaks new records out there. Facilities for play are not extensive enough to take care of all who so desire to use the links. A few new lockers have been added in the refectory building.

Considerable surprise was registered around among the golfing fraternity when the news of Walter Hagen's apparently definite decision not to defend his British open title was announced. Hagen, in his numerous trips across he world, came to like the English and Scotch courses and looked upon this particular event as his special tournament. He has a host of friends and admirers over there despite the stories which were prevalent following his tardy appearance on the tee a few years ago.
SEeks Port Requirements
Curley Asks Bay State Congressmen to Act

REQUESTING IMMEDIATE AND UNIFIED ACTION

By the Massachusetts Representatives in Congress looking to incorporation in Rivers and Harbor bill of the four most important requirements for Boston harbor, Mayor Curley today sent the following telegram to all Massachusetts delegation in Congress:

"Telegram received from Congressman McCormack reading as follows:"

"Just appeared before committee as there was opposition to Dorchester bay project which was part of last bill."

What Does Chairman Hurley Mean?

CHAIRMAN JOSEPH J. HURLEY of the Boston school committee is a bright, alert attorney who may hurt his career by doing what many others before him have done, by making too many public addresses and saying things that are haphazard and difficult to back up. We do not wish this to happen to Chairman Hurley, so today offer him kindly words of advice.

In a speech in Mattapan Chairman Hurley made an attack on Dr. Jeremiah E. Burke, superintendent of schools. Chairman Hurley asked what we have to show for the $27,000,000 that has been spent in the past nine years. There is a satisfying answer to that, an answer too long to print here, but if there were no good answer, Chairman Hurley and the school committee and not Dr. Burke, the superintendent, are to blame, because the committee and not the superintendent controls every dollar that is spent.

Chairman Hurley criticized some of the subjects taught in our schools. Nothing is taught without approval of the school committee, of which Mr. Hurley is chairman, and at any time the school committee may discontinue any subject or cut it down as it sees fit. Mr. Hurley says the money might better be spent to remove portable schoolrooms. His committee and not the superintendent has control over that.

In fact, Mr. Hurley's charges rebound to his own door. If his criticism is not of the superintendent of schools but of the school committee, of which he is chairman, the place for him to express his disapproval is in school committee meeting, where some good might be accomplished, and not out among the public, where he simply mars the faith of the parent in the school system and helps to break down the morale of the entire school department, teachers and all.

Our schools are not perfect. No school system is perfect. The responsibility for its shortcomings, if it has extraordinary ones, lies with Mr. Hurley's own committee.

COUNCIL HITS COST OF FLAGS

Appropriations Committee Wants Raising Put on Park Board

The city council committee on appropriations voiced vigorous objection today to continued practice of charging to the council the cost of raising 21 flags in a smoky public square on holidays of the year as well as the cost of roping off streets for the April 19 Marathon race and similar athletic events.

City Messenger Leary told the committee, which was inquiring into the matter, appropriations committee, that a city ordinance has made him responsible for 25 years for the raising of the 21 flags on the holidays specified by ordinance. It costs $109 per holiday and 10 experienced riggers are employed to raise and lower the flags.

Leary also declared that he knew no intelligent reason for charging the cost of roping off streets to the council. Chairman Hurley of the planning board told the council that the City Collector has abandoned the old policy of advertising property for sale for non-payment of taxes twice each year. The paid circulation of the Record is about $1600. Accurate figures about circulation and the annual deficit will be presented to the committee later.

From Chairman Frederic H. Pay of the planning board it was learned that the report of a comprehensive plan for Exchange street improvements, embracing all necessary widenings and extensions that must be made in a 20-year period will be published within six weeks. It represents 30 months of study.

Offhand Pay told the councilmen that the widening of Exchange street was a justifiable improvement and he cited a series tieup at Tremont and School streets on the day that Exchange street was opened to traffic as proof of his statement. But for Exchange street, he said, traffic movement would have been paralyzed. He also called attention to the fact that traffic had reached the saturation point in the downtown district and based his conclusion upon the congestion which occurred on successive Saturday afternoons last fall.
Gold Star Mothers
New England Resents Hurley's Ruling

The refusal of Secretary of War Hurley to arrange for the Gold Star mothers of New England to sail from Boston on the pilgrimage to the graves of their soldier dead should not be accepted as final.

Boston and New England have received too shabby treatment on too many matters of late. If they continue to take these lickings lying down, voicing only now and then a feeble protest, they will receive in the future nothing but contempt from Washington officialdom.

Mr. Hurley's statement that it is "impossible" to have the liners touch at Boston for the purpose of picking up the Gold Star mothers is hardly what could be expected from an Administration to which nothing was to be impossible.

The great steamship lines of Europe find no difficulty in having their steamships stop here on both the outbound and incoming trips. The northern route to Europe and the shortest one leads past Boston's front door.

The United States government found no difficulty in putting their great transports and cruiser convoys into the port of Boston when they were taking these boys from their mothers to their death on the battlefields of France.

These mothers gave much. Now let the government give much to their convenience. Let not the sentiment of their pilgrimage be marred in the slightest degree by the obduracy of some red-tapist in the War Department who has drawn a blueprint of this trip and wants to stick by it in the procuracy of his infallible judgment.

The sentiment is all for their sailing from Boston. It was to Boston the heroic mothers came to take the last farewells of their boys. Boston was the headquarters of the Army area. Boston was the headquarters of the Yankee Division and it was the mecca of the other New England units whose standards were in the forefront in the famous drives that brought the war to conclusion.

In appreciation of the valor of the soldier dead and in testimonial to the quiet, firm courage of the fine women who gave them unflinching to the service of the country, Boston could be counted upon to render them a reception on the eve of their sailing that would live in their hearts forever.

Mayor Curley and the other representative officials of New England should go to Washington and by the power of their logic convince Mr. Hurley that "impossible" is not a word which New Enganders accept, especially when the convenience of Gold Star mothers is the issue. In this matter they will find the Boston Evening American co-operating.

Boston seeks U.S. Ruling on Rail Rates

Seventy Railroads Named in Complaint That New York Gets Unfair Advantage

Seventy railroads and one steamship line are made defendants in a complaint filed at Washington by the city of Boston and Boston Port Authority, charging that New York is unfairly given an advantage over this port in commodity shipments for export and coastwise commerce.

Corporation Counsel Samuel Silverman said today he is prepared to prove unreasonable prejudice against Boston, and violation of the federal laws governing interstate commerce.

Among the railroad companies named are the New York Central, with its subsidiary, the Boston & Albany; the New York, New Haven & Hartford, Union Freight Railroad of Boston, Boston & Maine, Maine Central and Central Vermont.

Silverman said:
"The situation is this: There is no lighterage or trucking service performed by the railroads here, whereas in New York the expense of lighterage, car floatage and even trucking over public highways to the private premises of shippers is borne by the railroads.
"By performing this service in New York, and not doing so here, that port is given an advantage which is unfair, unjust and discriminatory."

Boston asks lower rates to offset this feature and to give this city its due as a port much nearer Europe than other North Atlantic ports. The complaint is also part of the policy of Mayor Curley and the Board of Port Authority to boom the business of the port of Boston.

$108,000 Airport Contract Awarded

In order to make the airport ready for the rush of summer business, a city contract was awarded today to Joseph P. McCabe, Inc., for expenditure of $108,054.75 for roads and parking space, this being the lowest of 10 bids.
Conry Assumes Traffic Commissioner Duties

Joseph A. Conry, new traffic commissioner, at his desk today beginning his duties.

Desk in Police Headquarters Building Banked with Flowers—Issues Statement on Parking Conditions

The newly appointed traffic commissioner, Joseph A. Conry, today started the duties of that position in his office on the fourth floor of police headquarters building. His desk was banked with flowers, and there were many messages of congratulatory nature waiting for him when he arrived. His first official statement was in part: "Obey is a better word than enforce. Self-discipline avoids compulsory process. Any time a car owner violates an automobile regulation he loses something. Penalties are for the reckless and selfish, who trespass on the rights of others. To enjoy your own rights respect those of others. The owner of a house, store or office building is entitled to free and unobstructed access to his building. "Highways are for traffic, not for parking."

New Traffic Head Hopes for Co-operation on Part of Public

Joseph A. Conry, who assumed his duties of traffic commissioner today, issued a statement calling for cooperation on the part of everybody as well as suggestions concerning the great problem of congestion in the downtown streets. "Obey is a better word than enforce," he said. "Self-discipline avoids compulsory process. Every time a car owner violates a traffic regulation he loses something. Penalties are for the reckless and selfish, who trespass on the rights of others. To enjoy your own rights respect those of others. The owner of a house, store or office building is entitled to free and unobstructed access to his building.

"Highways are for traffic, not for parking."

"Because the city has permitted parking it must not be assumed that this permission will grow into a franchise. Citizens complain that in some sections parking is a nuisance. If the driver does not abate the nuisance, he may find that common law allows an injured party to do so. Thoughtful owners won't invite this action."

"One direct road from the South to the North Stations, Federal street, for example, should be kept clear for traffic. What does the public want, traffic or parking in Central Boston? In conclusion, street cars are entitled to most favorable consideration; they run on rigid lines; the auto is flexible. Pedestrians have their rights which should be always uppermost in the minds of drivers as well as officers. They should avoid jaywalking. The commissioner hopes for honest co-operation of all citizens and invites helpful discussions."

New Traffic Commissioner Conry Warns of Justice to Pedestrians

The opposition of Secretary Mellon to the Tercentenary Coin bill now pending before the Senate caused Mayor Curley to send a telegram to Hon. Frederick H. Gillett, United States senator at Washington, today in which he said he had taken it for granted that cooperation in Washington might be expected, but that evidently indifference of the Republican party toward New England, generally, includes a prejudice against preservation of our revered traditions.

"The Secretary," said Mr. Curley in his telegram, "being of the same political faith as yourself, I trust you may be able to convince him and the Senate of the merits of our case."
HUB PRIMARY BILL FAVORED

Fight Is Expected, However, in the House

A bill which would establish the equivalent of primaries previous to the city elections in Boston, with a view to reducing the number of candidates for office, was reported late yesterday by the legislative committee on cities.

While no dissenter has as yet signed the report, it is generally understood that the report will not be unanimous when it is read into the House, which will probably not be for several days. When the measure comes up for discussion in the lower branch of the Legislature, it is expected there will be a hard fight over it.

On two petitions which would have allowed party nominations in Boston city elections the committee reported leave to withdraw.

The committee further voted to report leave to withdraw on the petition to increase the salaries of the city councilors in Boston to $1200. There will be a hard fight made for substitution on this bill, it is declared, by Boston councilors of the Legislature and others, who will urge that the bill with an amendment providing a referendum to their councillors of Boston to $200, reducing the number of candidates permitted to withdraw on the petition it removed.

When the measure comes up for discussion in the lower branch of the Legislature, it is expected there will be a hard fight over it.

GOODWIN TO FIGHT FOR EXTRA $10,000

Threats by members of the City Council to cut from the budget the recommended increase of $10,000 in the expenditures of the Finance Commission promised a lively session tomorrow. Chairman Frank A. Goodwin appears before the committee on appropriations to answer the questions of the councilors Robert Minot, William J. Hildreth, and his colleagues in charge of the budget hearings.

CURLEY GIVES ALLEN PRAISE

Speaking as "a non-partisan Mayor" before the members of the Massachusetts Real Estate Exchange at their banquet yesterday at the Hotel Statler, Mayor Curley paid high tribute to Governor Allen for his help in promoting the commercial life of the city and the State.

He declared that no man could fill the chief office at the State House with a better spirit of cooperation than Governor Allen, praising his "courage, vision and business ability."

Referring to Governor Allen he stated that it was a pleasure for him to cooperate with the present administration at City Hall and that it was his aim to aid the voters.

CURLEY WANTS COIN CO-OPERATION

In a telegram to Senator Gillett, today, Mayor Curley chided him for his apparent indifference to the fate of the tercentenary coin bill.

"You are informed," he wired the mayor, "the tercentenary coin bill now pending in Senate receiving opposition of Secretary Mellon. The image for granted that Senate might expedite operation of authorities at Washington. Evidently indifference of Republican party toward New England generally includes a prejudice against preservation of our revered traditions. Secretary Mellon being of the same political faith as yourself, I trust you may be able to convince him and the Senate of the merits of our case."

CURLEY WANTS HAVOR SURVEY

Another appeal was made by Mayor Curley today to the Massachusetts delegation in Congress to exert influence upon the river and harbor committees to insure the inclusion in their recommendations of provision for a general survey of Boston harbor.

The mayor repeated the four necessary improvements to which he called the attention of congressmen some time ago.
URGES COUNTRY TO BE PREPARED

Major Myrick Speaker at G. A. R. Encampment --- Commander Foster Joins in Plea

A spirited plea for national preparedness in view of the possibility of a war with Great Britain as a result of competition in trade was made by Major James W. H. Myrick, head of the Ancient & Honorable Artillery Company of Boston, yesterday before the encampment of the Massachusetts Department of the G. A. R. at the annual banquet in Ford Hall.

JOINED BY CHIEF

In his plea for preparedness he was joined by Edward J. Foster of Worcester, national commander-in-chief of the G. A. R.

"It is a comparatively easy thing to start a war by propaganda," said Major Myrick, whose father was a veteran of the Civil war, "but it is another matter to carry it on because that requires serious preparation. Today in this great, good country of ours, which is the envy of all the world, we have just three months' supply of ammunitions and equipment for our army and navy. We are where we were before the World war started. In case of trouble it would take a year to gather the necessary equipment.

"Why haven't we got it? Because Congress won't appropriate the money—all you have to do is write to your Congressman about it. The army and navy officials will be glad to give them the figures. No argument will be required to get this equipment."

Although National Commander Foster did not specifically refer to a war among the English speaking peoples, he mentioned its possibility. "When history shows that for the next 50 years there was war in some part of the world all the time, we are led to believe," said he, "that there may be another in which we will be involved. No matter how many peace contracts we sign, we should be prepared. It costs us every dollar to get ready for the last war. Some of the boys were sent to fight with old weapons. Preparedness is a wise precaution."

"I wonder what our mothers would have said in '61 about the author of the song, 'I Did Not Raise My Boy To Be a Soldier.' My mother let her only son go to preserve this government when he was only 14 years old. No higher honor can come to any woman than to be the mother of a son who is not a slacker, who is capable of defending his country in time of need."

"Very few, if any, of us will live to see another war, but I believe that each one of us who Is left should take off his hat every day and thank God for such men as George Washington, Abraham Lincoln, William McKinley and Woodrow Wilson."

Governor and Mayor Speak

The other speakers were: Governor Allen, who told of the relief measures recently passed by the Legislature for the aid of veterans in hospitals and the needy children of veterans; Mayor Curley, who invited the veterans to hold their next national encampment in Boston; Charles F. McCarthy, department commander of the U. S. V.; John O'Connell, department commander of the American Legion, who invited the veterans to attend the American Legion convention in Boston on Oct. 6, 7, and 8, as guests of the Legion; R. P. Flynn, state commissioner of soldiers' relief; and William A. Bradford, former Mayor of Quincy, who told about the organization of the Young Pioneers, a Communist body organized to combat the Boy Scouts and the Girl Scouts in the United States.

Patrick Slattery of Weymouth Post 55, collapsed at the banquet, but recovered when restored and was able to return home after a brief rest.

A GOOD MAN

Mayor Curley paid a well deserved tribute to Eugene M. McSweeney by appointing him to the Sinking Fund Commission. Mr. McSweeney is a keen business man, very popular in the newspaper world, and can be trusted to serve the city with ability and devotion.
ALLEN HITS TAX ON REAL ESTATE

Governor Tells Exchange

Burdens on Owners Constantly Growing

CURLEY EXPLAINS BOSTON'S PROBLEMS

"The constantly increasing demands of municipal government for revenue not only to continue but to extend activities growing out of the present day requirements for education, highways and fire and police protection have resulted in a steady increase in real estate in Massachusetts bearing constantly each year an increasing burden," Governor Allen told members of the Massachusetts Real Estate Exchange at a luncheon given in his honor at the Hotel Statler yesterday noon.

The Governor said:

"Massachusetts, like every other state in the Union, has found that real estate absorbs nearly all of the increases which come by way of expenditures for city and town expenses, the theory of ability to pay has long since vanished in respect to real estate, because benefits, so far as the real estate itself is concerned, are now greatly over compensated by way of tax requirements. The only possible connection between the real estate tax payments now and the ability to pay, is the argument that through the real estate tax the benefits to the individual are reached and compensated for."

INCREASE SINCE 1917

Since 1917 the number each year which real estate has paid has approximated $7,000,000 additional so that at the beginning of the war, on April 1, 1917, when real estate bore a burden of $49,495,471, on April 1, 1929, it bore a burden of $207,637,067.

It is of course obvious that if the requirements of municipal government are going constantly to increase, some form of taxation will have to be made available other than that as expressed by the owning of real estate. From 1917 to 1929 the value of real estate increased approximately 65.28 per cent., while intangible property increased approximately 76.13 per cent.

The cost of municipal government increased over the period from 1917 to 1929, 54.70 per cent.

One condition over which the state has no control makes it quite difficult to reach other classes of property than those which are classed as real estate. It must be clear, however, to any one that unless a check is made on local expenditures, or readjustments of the way in which taxes shall be paid is accomplished the breaking point in the matter of real estate taxation will have been reached. When it is taken into consideration that the value of real estate in Massachusetts represents something over seven billion dollars one must admit that this great amount of wealth which exceeds that of any other source is entitled to constant recognition in the consideration of the economic problems of the commonwealth. The present system of taxation should be revised and as Governor I pledge my support to any endeavor to find a more equitable solution. Real estate has to bear a great portion of the burden of raising sufficient money to carry on the great work of this commonwealth and while it is impossible to pursue all of its ill and help out unemployment and at the same time keep down our state expenses, we are always looking for some means of taxation without undue burden on the people. At the present time the state is spending lots of money in preventing the spread of certain diseases, but by doing this we are rendering the greatest aid to the sufferers that is possible. During my administration, with the co-operation of the Legislature, I have been proceeding with an enlarged building program that takes in all branches of our state institutions, and at the end of the year we will be justified with our present day needs.

CURLEY LAUDS ALLEN

Mayor James M. Curley stressed the need of co-operation in state and municipal affairs if the problems which constantly confront the people are to be "ironed out" satisfactorily. "Boston's problems," he said, "are the same that confront every other municipality the world over, and the present unemployment is world-wide. We are now in the 'blue-print' stage of the Hoover administration, but I for one hope that this great man of wide experience will find a solution of the problem that has affected humanity from the beginning of time. If this can be done he will have created something that will have contentment to the home and the country at large."

He spoke of his efforts to promote the commerce of the port of Boston, and in this as well as other efforts to make Boston a better and bigger Boston he had the hearty co-operation of Governor Allen. "No man," he said, "could fill the office in so non-partisan a manner as the present Governor, and I have found him always willing to co-operate with me on matters that pertain to the welfare of the community."

The mayor said that he could be found working with the Governor at all times to preserve Massachusetts industries from extermination and that he was doing all in his power to relieve the present unemployment.

John J. Martin presided, and with the Governor and mayor at the head table were Eben S. Draper, Henry I. Harriman, George D. Kimball, John J. Martin, Thomas N. Perkins, L. Saltonstall and John T. Scully, secretary of the Massachusetts Real Estate Exchange. There were 200 members of the exchange and guests present.

URGES CARE IN OIL PERMITS

Fire Marshal Writes on Harbor Conditions

John W. Rus, State fire marshal, yesterday afternoon made public the following letter he sent to Edward F. McLaughlin, Boston fire commissioner, relative to a request for investigations in connection with the renewal of permits for the sale and distribution of oil products in and about Boston harbor:

"I have made an examination of the situation in the harbor and along the waterfront as affecting the distribution of petroleum products. What I have seen prompts me to ask that you investigate each renewal of a permit for the sale and distribution of petroleum products in and about the harbor before it is made, so as to insure the fact that each case conforms to all existing laws, rules and regulations."

"The fire hazard, the accumulations of flammable vapors in wooden wharves, derricks, boats and other equipment, the possibility of injury to important private property and rights, the economic menace to business, the provisions against fire hazard, the protection of health and other factors, all of which are covered within the regulations and existing statutes, must be considered. All of these factors are of course, exceedingly relevant in order to systematically remedy existing conditions."
different from those facing the country and the world. These problems, he said, are work, wages and worry. The Mayors referred to the movement inaugurated a month ago, to create a unified program for the promotion and expansion of the industrial life of the city and State, as usual.

He added that a line of six steamers will start this month between Boston and Italy, instead of merely making Boston a port of call. With industry and commerce prosperous, the Mayor said, prosperity is bound otherwise.

Curley said some fine things about Gov. Allen, in reference to the way the Governor had administered the affairs of State. The Governor spoke in the same vein of Mayor Curley.

Mayor Curley said that the problems confronting the city and State are no phantom that we can never repay.

I have never felt that that debt was outlawed. We want simply to ease it along until the day when the last of it is paid.

"If there should come another war, I hope they'll remember the promises made to those boys who went out to save the country."

Gov. Allen spoke of recently signing two measures tending to benefit widows and children of Civil War veterans in Massachusetts.

He explained: "I have never had a finer introduction than a friend to your honorable body. I am not bragging of this signing. I am merely recording that Massachusetts is trying, through a little, a little, to render you your due.

"If you find any other matters of similar importance, you will report them, because Massachusetts deeply realizes and appreciates the great debt."

Commissioner Flynn explained that Gov. Allen had neglected to mention another bill he signed last Saturday to aid the families of veterans, and he said that this Governor had signed more bills to aid veterans than all his predecessors.

CURLEY LAUDS ALLEN
AT REALTY LUNCHEON

GOVERNOR RESPONDS WITH PRAISE OF MAYOR

DECLARES FOR REVISION OF TAX SYSTEM

BEFORE MASSACHUSETTS EXCHANGE

Gov. Allen and Mayor Curley Among Speakers

Heads of Patriotic Societies Guests at Final Session

STATE G. A. R. ENDS CONVENTION HERE

PRAISE OF MAYOR

Curley's Message

Commander Foster said in part:

"The word Gov. Allen has just brought you about pension measures is God's truth. Since February, in our organization 5,774 of the boys have passed on, and 1,696 widows. That is more than 100 a day.

"I can not talk of the living, not of the dead.

"When we hired out at $13 a month, about $3.33 in gold, at the call of Abraham Lincoln, was it for money that we did it? No, it was that the country was in need. I feel we have incurred a debt to widows and orphans that we can never repay."

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OTHER SPEAKERS

Maj. Myrick, saying that he represented "the oldest military body in this hemisphere," said that the country today is as unprepared for war as before the World War, "only three months supply of ammunition on hand."

Brig. Gen. Merritt said the Regular Army's "profound admiration and respect for the men who saved the Union."

Mayor Curley referred to the Governor's lastly in adequate gratitude to the Grand Army and issued an invitation to the national encampment again in Boston before I should have retired permanently.

State Commander John J. O'Connell of the American Legion, extended an invitation to the Grand Army to attend the Legion's national convention exercises in October.

HUMANITARIAN AIDS

Gov. Allen said it was the State's aim to get as far ahead of her sister States in social welfare and humanitarian work as possible, but that this was not to be done by spending money foolishly or by curtailting the needs and efficiency of other departments. The Governor said he felt that the whole system of taxation should be revised on a more equitable basis, and he pledged his aid and support of such revision.

Speaking of real estate, the Governor said in part: "Massachusetts, like every other State in the Union, has found that real estate absorbs nearly all of the increases which have come by way of expenditure for city and town expenses. The theory of ability to pay has long since vanished in respect to real estate, because benefits, so far as the real estate itself is concerned, are now greatly overcompensated by way of tax requirement. The only possible connection between the real estate tax payments now, and ability to pay, is the argument that through the real estate tax the benefits to the individual are reached and compensated for.

BURDEN RAPIDLY INCREASED

"Since 1927 the increase each year which real estate has paid has approximated $7,000,000 additional so that at the beginning or as of April 1, 1927, when real estate bore a burden of $91,495,471, on April 1, 1929, it bore a burden of $207,637,087.

"It is, of course, obvious that if the requirements of municipal government are going forward, some form of taxation will have to be made available other than as expressed by the owners of real estate.

"From 1917 to 1929 the value of real estate increased approximately 65.36 percent while intangible property increased approximately 75.13 percent. The cost of municipal government increased over the period from 1927 to 1929 54.70 percent.

"Economic conditions over which the State has no control make it quite difficult to reach other classes of property than these which are classed as real estate. It must be clear, however, to anyone that unless a check is made on local expenditures, or readjustments of the way in which taxes shall be paid is accomplished, the breaking-point in the matter of real estate taxation will have been reached."

John J. Martin, Mayor Curley's appointees to the Boston Park Commission, was toastmaster. Seated at the head table were:

CITY PRIMARY BILL REPORTED

Democrats Elated as Committee Favors Preliminary Election

PARTY NOMINATION SYSTEM REJECTED

Provisions for the nomination by preliminary elections of candidates for mayor and the city council prior to the quadrennial municipal election in Boston are made in a bill reported favorably to the Legislature yesterday by the legislative committee on cities. The intent of the legislation is to prevent the main election from becoming a free-for-all contest. The petition for the bill was filed by Representative Richard D. Gleason, of Somerville, and Thomas J. Lane of Lawrence.

MAY DENY RAISE GOODWIN ASKED

Councilmen Threaten to Reject $10,000 Increase in Fin Com Budget

CIRLEY APPROVED

$80,000 REQUESTED

Sufficient opposition has developed in the city council to thwart rejection of Mayor Curley's recommendation of an increase of $10,000 in the appropriation for the maintenance of the city commission.

The refusal of the Legislature to approve the increase asked for by the commission through Chairman Frank A. Goodwin has provided councilmen with a basis for urging similar action on the increase in the budget.

RECOMMENDS $80,000

The mayor has recommended an appropriation of $80,000. Yesterday when the council committee on appropriations began examination of the budgets of the county departments, it was evident that the increase in the finance commission appropriation will be the key increase of the day. What sentiment was formally expressed was hostile to granting the recommended increase. Typical of the employment of additional inspectors it is doubtful if the additional money will be spent by the council. The question of the future of the inspection department is expected to meet the committee tomorrow morning.

The adverse decision of the Legislature on the Goodwin bill authorizing an increase of the regular appropriation from 9/12 to 9/20 led Mayor Curley to declare that he would make provision in the budget for the amount desired.

The interesting feature of the committee session was the attack led by Councilman Joseph McGrath on Mayor Curley's declaration that he would make provision in the budget for the amount desired.

CAMPBELL PROTESTS

The only voice of protest yesterday was that of Clerk Francis A. Campbell of the superior civil court, who vigorously opposed the practice of excluding clerks from receiving more than $1600 per year from salary increases. He told the committee that he saw no reason why the other clerks should not receive increases, regardless of the fact that they are engaged in private employment. In considering the budgets of the district courts several interesting facts were brought out. The cost of transporting prisoners from the West Roxbury court to institutions is figured to be $1600 more this year than in 1929, due to a very substantial increase in court business; a like increase of $100 is necessary in the Charlestown court, but the item of transportation in the Chelsea court appropriation is $50 less than last year. The cost of transmigrating prisoners from the West Roxbury court to institutions is figured to be $1600 more this year than in 1929, due to a very substantial increase in court business; a like increase of $100 is necessary in the Charlestown court, but the item of transportation in the Chelsea court appropriation is $50 less than last year.

The committee voted to withdraw on two other measures affecting the city council, the first providing for party nominations in the city elections and the other would increase the salaries of the members of the city council from $1100 to $2000.

TWO BILLS OPPOSED

The committee voted to withdraw on two other measures affecting the city council, the first providing for party nominations in the city elections and the other would increase the salaries of the members of the city council from $1100 to $2000.

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Provisions have been made that a hard hat will be made by the members of the House for substitution of the bill for the adverse report on the proposed $80,000 increase for the members of the city council. It was petitioned for in two measures filed by Senators Ward and Fitchburg, Fred A. Hutchinson of Newton, Chester E. Chace of New Bedford, Frank E. MacLean of Lowell, Tycho M. Petersen of Springfield, John A. Jones of Peabody, Daniel F. Moriarty of Lowell, John P. Buckley of Charlestown, both of whom are former members of the city council. It will be added to the bill providing a referendum to the mayor and council and to the voters.

Edison heat for City Hall

Engine Room Crew to Be Given Other Posts

Union officials were assured yesterday by Mayor Curley that eight engineers and firemen will be given positions in other municipal institutions after the present boiler plant is abandoned at City Hall and the Edison Company is given the contract to supply heat, light and power to the municipal departments.

The chief engineer, three assistant engineers and four firemen will be transferred to the City Hospital and the Boston Sanatorium, and new buildings are nearing completion. It is planned to shut down the engine rooms to legalize the present building in the basement of City Hall and the Annex on July 1, when the Edison will start its service at a cost of about $50,000, which, according to Superintendent of Public Buildings John F. Engle, will represent a saving to the city.
URGES TUNNEL 22 FEET WIDE

PRESENTS ORDER TO CITY COUNCIL

Wilson Finds Estimates Based on It, in Lieu of 20-Foot Tube Planned

Records which disclose that estimates of the cost of the East Boston tunnel were based upon a traffic roadway 22 feet in width, will result in the presentation of an order to the city council by Councilman Robert Gardner Wilson, Jr., Monday, urging the transit department to conform to the estimates.

"Unless these estimates were incorrect," said Wilson yesterday, "and the official records seem to be very convincing on the point, it is hard to think that the gentlemen at least thought that they knew how to figure the cost of a tunnel, we should have made up our minds to increase the 20-foot project which is now planned. Of course, if the estimates of cost made by the gentlemen in charge were correct, it might be advisable to obtain a few accurate estimates before there is any final decision made about a tunnel."

"If it was possible last year to finance a 22-foot tunnel within the appropriation of $16,000,000, I perceive no reason why we cannot provide for such a tunnel now."

He continued that it should be the aim of everybody interested in the tunnel to obtain the widest possible roadway which could be built within the appropriation, and he expressed inability to understand what had become of the two feet of width which had been taken from the plans on which estimates of costs had been made months ago.

Officially, the tunnel project still remains with the engineers of the planning board, transit department and metropolitan planning division, and no announcement has been made that they have succeeded in complying with Mayor Curley's order to agree on the locations of the tunnel portals as well as the route.

The effect of the action of Chairman Goodwin of the finance commission before the city council Monday, when he buried the $4,000,000 street widening scheme which Henry I. Harriman and Fredric H. Fay were ambitious to adopt to the tunnel bill, is regarded as more far-reaching than the fate of this proposition, which the Legislature eliminated from the tunnel bill two years ago.

The objective of Goodwin is considered to have been of more significance than the rejection by the council of the street widening scheme, and the attack was made by Mr. Fay. Harriman and Fay is believed to have been inspired by a determination to eliminate the tunnel project as a danger and to restore the tunnel plan of the transit department to favorable recognition.

Richard J. Lane, chairman of the new schoolhouse building commission, characterized the attacks made on Dr. Jeremiah E. Burke, superintendent of schools, as unjust and rather mysterious. In an address before the Boston Schoolmen's Economic Association at the City Club last night.

Though the speaker did not mention his name it was clearly apparent that he was rebuking Joseph J. Hurley, chairman of the school committee, for the bitter denunciation made by the latter on the superintendent in his Mattapan address 24 hours before.

COMPLIMENTS BURKE

Mr. Lane indicated that he wanted to steer away from personalities but he indicated that he would not let the opportunity go without complimenting Dr. Burke for his efficient administration. He also defended Asst. Supt. John C. Brodhead and declared that if there is any blame to place for waste in school expenditures that the school committee must shoulder the full responsibility for the appropriations made by that body.

He was emphatic in his statement that he cannot see how the school committee members of last year can escape the responsibility for the school appropriations made by them. Any attempt to place responsibility on Dr. Burke and the assistant superintendents, he pointed out, would be decidedly unjust. He maintained, however, that the school committee members are entitled to their own opinions but he declared that he and many other officials were squarely behind Dr. Burke, who he said has given a wonderful demonstration of his office.

He made public for the first time the work and accomplishments of the new board of which he is the head and stated that already in three months since its inauguration savings of thousands of dollars have been effected for the Boston taxpayers. Many contractors are now bidding for the work because of the new system in vogue which guarantees fair consideration to all.

BIDS LOWER

"The bids are far below anything seen here before," he continued. "Many of the contractors, who have not been bidding for years, are back and getting consideration."

He pointed out that it was decided to place light steel construction in the Margaret Fuller school in place of the old-fashioned wooden work. This was decided after consultations including conferences with insurance men, who said that if the change was made that the insurance rates would be cut in half.

As the result of all this the bids were $30,000 below what had been estimated as the cost under the old wooden work. He pointed out many other instances where thousands of dollars were saved by expert handling of bids and in this connection he praised Louis K. Rourke, superintendent of school construction.

In the first three months the commission has spent $107,000, compared to $182,000 last year under the old commission. He said that there also has been a marked change in the system of awarding contracts under $1000 and instead of awarding contracts without competition, the department now calls in three or four reputable contractors in the vicinity where the work is to be done and is awarded to the lowest bidder. The savings under this system have been beyond the highest expectations, he said.

OFFICERS OF W. R. C.
PUBLICLY INSTALLED

Mayor Curley and Tague Address Delegates

The annual public installation of officers and reception of the Women's Relief Corps of the G. A. R. was held yesterday afternoon and last night at the Hotel Stables. In the afternoon, the gatha- ing was addressed by Mayor Curley and in the evening by Peter F. Tague, representing the Mayor.

These officers were elected and installed: President, Mrs. Annel Howard, Springfield; senior vice president, Mrs. George A. Hines, Wellesham; treasurer, Mrs. Pamela M. Jones, Somerville; chaplain, Mrs. Ardelia Fairbanks.

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Curley Wants
State Money
for Sidewalks
Would Lessen Road Work for
Two or Three Years in Aid
of Pedestrians

To provide for the safety of "the poor devil on foot," as Mayor Curley today expressed it, on highways like the Gallivan boulevard, there has been drawn by direction of the mayor a measure looking to the appointment of a special unpaid commission of three members to inquire into the practicability of constructing sidewalks or reservations for foot travelers. "In State highway construction," the mayor said, "no provision is made for pedestrians, and I am inclined to believe this is responsible for a large proportion of our accidents. Take that wonderful highway, the Gallivan boulevard, which passes through a section where there are about 700 homes! Children going to the store, to school or from one house to another had no sidewalk when the State got through with the work. The city has constructed sidewalks, but that is not the whole story. The highway in places cuts through what were once cliffs or banks, and the city has to put in retaining walls as well as sidewalks. The expense is large.

"Throughout the State the same situation exists. It isn't safe to walk on the highways at night without a lantern, and then it isn't any too safe. The smooth, straight State highways are becoming race tracks. My idea is that the expenditure on State highway construction should be cut 25 per cent for two or three years and the money put into sidewalks."

The Curley measure is a resolve which would provide for an investigation by a committee comprising the public works commissioner, the public safety commissioner and a third person to be appointed by the governor. The committee would hold hearings and report not later than the first Wednesday in September.

Curley Cup
Games Carded
Sturtevants and Kilties
to Clash Again

BY GEORGE M. COLLINS
The Mayor James M. Curley Cup soccer series will be with us again this week-end according to the latest reports.

Undoubtedly there will be a lot of fireworks when the Sturtevants meet those Clan MacGregors of Quincy at the Reedville grounds. The first meeting of this pair resulted in an unexpected victory for the Blower Works boys and incidentally saw two of the Kilties sent to the showers for trying to get fresh with the referees. That resulted in this pair being out for several weeks and it also means that Manager Rae will have to produce two clever players to take their places. He has the Hay boys, so that a new team is being put together.

The Bird & Son team is also due to get into action at Sullivan sq, where it is carded to tackle the Birds, who by the way gained a 4-0-3 defeat on the Birds not so long ago in their first Curley Cup game.

As this cup series is played on the home-and-away basis the teams can each win a game and yet one of them lose. It's goals that count in the final analysis.

Swedes and Norwegians will provide the fans with one of the most strenuous games of the day, as both teams are hitting on high. Whether Beacon A. C. will be called upon to meet the Stoughton crowd again is a question. That wallop which the Stoughtons got in the first game probably will keep them from trying the second time.

FIND NAME
OF STREET
IS CHANGED

Now Residents Are
Up in Arms
About It

Although the name of their street was legally and officially changed nearly a year ago, residents of Fuller street, Dorchester, were surprised yesterday to discover that they now live on Truxton street—and they started vociferous protest about it.

NEVER HEARD OF IT

They claim that they never heard of any proposal to change the name of the street, that their wishes were never consulted and that the first they heard of the change was when city workmen appeared yesterday and placed a sign, "Truxton street," at the corner of Washington street.

And to make matters more confusing, the sign on the other street, at Milton avenue, proclaims that it is Fuller street. Although residents, now up in arms, claim they never heard any suggestion of the change, officials of the street commission declared that the change was made after public hearings and that it had been advertised according to law.

Chairman Thomas J. Hurley of the commission said, however, that the new name need not necessarily be retained. He said that if the persons living on the street were opposed to the new name and really desired that the street retain the name Fuller, it might be arranged next year.

But for the next year, because the law provides street names shall not be changed after March 1 any year, the street is officially Truxton street. The mailman doesn't know it, he said yesterday, as he was delivering his letters to the residents.

He said it's Fuller street to him and to the postoffice and that if the name actually has been changed to Truxton, it will result in great confusion because of duplication of mail.

Just where they got the name Truxton is somewhat of a mystery, officials of the street commission admitted. Some members said they did not know; but John J. Callaghan told a reporter his explanation is that they got it from some book one of the members was reading.
Mayor Curley Scores 89 in Opening Franklin Park; Pairs With Long for Foursome Win

BY ARTHUR SAMPSON

Mayor James M. Curley officially opened Boston’s public golf links at Franklin park yesterday, by driving a beautiful tee shot straight down the middle of the first fairway, and then went on to score a remarkable 89 for the 18 holes. The mayor played in a foursome with Park Commissioner William Long as a partner against Richard Graham, city architect, and Edward Dolan, city treasurer. Long also carded an 89, while Graham scored a 94 and Dolan 103.

The mayor performed notably under pressure. The large gallery merely aroused the mayor’s competitive instinct, however, and he probably has never played better in his life. He was out in 46 and home in 44, and although he did not play a single birdie in his card, he was consistent all the way. He united beautifully all through the match and had the good fortune to sink a 40-yard approach at the 12th.

City Hall Titlist

SHINES WITH 5
AT SEVENTH HOLE

His honor was one over par figures on each of the first four holes, and then missed a couple of shots at the fifth to take a 6, when he well might have been down in 4. He took a nice 8 at the long seventh, but slipped again on the eighth and had to card his second 6.

At the 12th he drove his second shot into the water and after dropping another ball, repeated the performance for the benefit of those who missed seeing the first splash. At this point it looked as if the mayor would have to break his run of 46, 58 and 65, and take at least a 6 or 9, but, after getting his third shot over the water successfully, he recovered the lost stroke by pitching his 6th directly into the cup. That was by far the most spectacular shot of the afternoon.

Finishing in the same steady gait, the mayor came within inches of an 88 when his putt for a par 4 at the home hole came within inches of dropping. Commissioner Long was equally as good as the mayor, going out in 43 and finishing with a 49. It was the 14th hole before the mayor had the honor to his opponents and they had no trouble winning the match.

The course was in good condition for the opening. The mayor voiced his opinion that it was in the best condition that he had ever seen it at this time of the year even if the opening was held previous to that of other years.

There are 21 municipal flagstaffs in as many squares from East Boston to Hyde Park and there is a city ordinance which commands the city messenger to have the national flag flown from each staff on 14 specified holidays.

The veteran messenger cannot perform the laborious duty so he hires an expert rigger, who in turn hires other riggers to look after the raising and lowering of the flags.

"Pretty soft dough for raising and lowering flags, isn’t it?" asked Chairman Robert Gardiner Wilson, Jr.

"If boys cut the halyards these men climb to the top of the poles and replace the ropes," explained Leary. "You can’t get many to do that trick."

The councillors discussed the wisdom of revoking the ordinance and placing the care of the flags and staffs upon the park department or some other department.

CURLEY ASKS ACTION ON BOSTON HARBOR

Sends Telegram to Entire Congress Delegation

Cites Channel Deepening and Removal of Shoal

Mayor Curley yesterday sent a telegram to all the Massachusetts delegation in Congress requesting their immediate and united action in the interests of incorporation in the Rivers and Harbors bill of the four most important requirements for Boston Harbor.

These port requirements are listed in the telegram as follows:

1. Deepening—Providing adequate channel from Middle Ground Shoal to Boston Inner Harbor.
2. Second—Deepening main ship channel from President Roads to Navy Yard.
3. Third—Deepening and widening Weymouth Fore River from Hingham Bay to Weymouth Fore River Bridge.
4. Fourth—Providing adequate channel from Dorchester Bay to main ship channel to mouth Neponset River at Squantum and Commercial Points.

"There is nothing that is more necessary," concludes, "than to get general survey including these four major requirements vital to future well-being of port of Boston.

CITY RECORD FOUND A FINANCIAL “FLOP”

The City Record, the municipal weekly, which is published statements released to the daily newspapers by Mayor Curley, minced no words of condemnation over the city council’s approval of the committee on appropriations of an appropriation for the city record.

"The city record is a financial flop," the city collector Johnson stopped advertising property for sale for non-payment of taxes, twice a year, and the last in advertising revenue turned a profit into a deficit. It was made known yesterday to the city council on appropriations that the circulation of the Record last year was just in excess of 1000 copies. "The free list" numbers about 125.

COUNCIL STANDS COST OF CITY FLAG-RAISING

After supervising the raising of flags on staffs in public squares for more than 25 years, City Messenger Leary was yesterday unable to tell the council committee on appropriations why the cost of $109 per holiday should be charged to the appropriation for the city council.

Neither could Mr. Leary explain to his own satisfaction or to that of the councilmen why the cost of roping the streets in connection with parades, marathon runs and other athletic features, should be charged to the same appropriation.

Mayor Curley scores 89 in opening Franklin Park; Pairs with Long for foursome win.
Mayor Opens Links at Franklin Park

Scores an 89 in Best Ball Foursome
--- Course in Fine Condition for Public

Mayor James M. Curley was the first to drive off at Franklin Park yesterday, officially opening the public links for 1930. Photo shows the Mayor following through after a lusty drive far down the fairway. His Honor’s follow through is not as good as usual. Maybe now he is crowd conscious.

BY BURT HoxIE

The public links at Franklin Park opened yesterday. And Mayor James M. Curley not only lifted the lid as cameras clicked and the curious and golfers looked on but played the full course as well as in mid-season form. And 89 was the Mayor’s achievement all of which proves Mr. Curley can play public links golf as well as speak of such courses.

RIVAL TEAM OUTCLASSED

Perhaps it was the company the Mayor was in yesterday that made his debut so auspicious. For his partner was Park Commissioner William P. Long, who breezed in with a 92. What his team did to City Treasurer Edward Dolan and the Boston merchant, Arthur Graham, is nobody’s business.

At any rate, Mr. Dolan was 102 and Mr. Graham 96, so you can figure it out in your own best ball column.

If secondary interest at the park yesterday was the large turnover which was not surprising considering the ideal spring weather and the fact that all the regular greens were in use. In both respects a record was established. According to genial Joe Howe, the oldest attache at the links in point of service, 400 would be a conservative estimate of the attendance. It was of such proportions that play in foursomes was only permitted. This condition was an unusual at the course at this time of the year. Never were the fairways in the developed state at present. Nor were the greens more satisfactory. Favoring by good weather, the links were never so inviting in the early spring, and judging by the grand and glorious opening, this is the banner year at the park. Within a short time crowded conditions will be more apparent with little or no hope in sight for relief.

More Links Doubtful

Yesterday Mayor Curley expressed himself as still up against it in regard to expansion. The plot in West Roxbury, which was looked upon so favorably, has been discarded due to the enormous sum necessary for purchasing and developing.

"Boston’s only hope at present," stated Mr. Curley "is for a Metropolitan Boston. When that comes to pass it will be an easy matter to develop more public golf courses in towns such as Milton and vicinity." He still has hopes of relieving the congestion with a course in another direction from the present, but procuring the plot meets with many difficulties.

That the city of Boston has been forced to pass up the parcel in West Roxbury is not surprising, favorable though the outlook for acquisition was at one time. It seems the land adjoining city property at this spot was privately owned by a wealthy Bostonian and passing it on to the city would have sort of ruined his fine estate. The two pieces of property would have worked in together excellently and the location was all that could be desired. In fact, it was not more than a 10 minute spin from the present public links. It lay between Jamaica Plain and Roslindale, was partly wooded but rather rocky in spots which would have necessitated considerable expense in course construction.

According to Park Commissioner Long there is a faint hope of one of the other sites originally selected turning into a golf course. It has been passed over favorably by golfers of note and architects. But land close to Boston is expensive. So is building golf courses. The two facts put together make guilt a hazard to span. Perhaps in time Boston will have its second public course but it will probably be as Mayor Curley states when we have a Metropolitan Boston.
Fore! Mayor Curley had the honor of being the first person to tee off as the Franklin Park links were officially opened for the season yesterday. And a healthy swing he took too!

Business Leader Has Faith in New England

STREETS FOR TRAFFIC, CONRY MAINTAINS
New Commissioner Hits Parking Violations
Wants Cooperation of Citizens to Solve Problems

Charles F. Weed, First National Bank vice-president; Mayor Curley; Henry L. Harriman, standing, president, Boston Chamber of Commerce; and Gerald Swope declared that New England character, ingenuity and tradition assure the continued prosperity of this section.
BOSTON MAYOR OPENING SEASON FOR FRANKLIN PARK'S GOLFERS

Mayor Curley at the finish of the stroke which started the big parade at Franklin Park yesterday. Perhaps this shot didn't resound like the one that was heard 'round the world, but it had the significance of marking the official opening of the golf season for Boston's vast army of municipal golfers, and incidentally started the Mayor on the way to his best golf score—a momentous 89. Incidentally it was the first of some 50,000 drives that will be attempted from the Scarboro first tee during the next seven months.

FIREMEN TRANSFERRED

In a general order promulgated by Chief Daniel F. Senott last night, Fire Commissioner Edward F. McLaughlin ordered the transfer of one lieutenant and seven privates to become effective at 8 o'clock this morning.

The lieutenant transferred is Edward F. Fay, for a number of years aid to Chief Senott, who at his own request is assigned to fire duty with Ladder 12 Tremont st., Roxbury. Lieut. Fay served as a ladderman with this company for many years before being promoted. The place vacated by Fay will be filled by Francis J. Scott of Engine 18.

The others who will change their stations are Duncan Hunter, who moves from Engine 18, Harvard st., Dorchester, to Fireboat 47, at East Boston; Edward E. Hall, from Engine 46, Ashmont to Engine 18; Thomas E. Reed, Jr., from Engine 16, Dorchester, to Ladder 12, Tremont st., Roxbury; H. J. Foley, from Ladder 1, East Boston, to the Bureau of Supplies and Maintenance; Charles J. McGinnis, from Engine 2, Charlestown, to Ladder 1, and James J. Sullivan, from Engine 8, Mattapan, to Engine 18.
HERALD BACKS NEW ARBELLA

Plane with Tercentenary and Legion Messages to Visit 67 Cities

A new ArbeIIa, named after the stout ship in which John Winthrop landed at Salem, June 12, 1630, will wing its way westward Saturday, spreading the message of the Massachusetts Bay Colony Tercentenary and the American Legion convention of 1930 in 22 states and 67 cities east of the Rocky Mountains.

This new ArbeIIa will be sponsored by The Boston Herald and will carry personal messages from Gov. Allen and Mayor Curley to the Governors and mayors of the states and cities visited on the national good will tour.

High officials of state and city, representatives of the America Legion and of patriotic organizations led by the official Tercentenary committee will take part in ceremonies at the East Boston airport between 10 and 11 A.M., Saturday.

The trip will be known as the National Good Will Tour of the Massachusetts Bay Colony Tercentenary and the American Legion, historical societies in all cities visited, and representatives of Harvard University, its alumni and clubs and other colleges.

TO BROADCAST FROM PLANE

The Boston Herald representative on board will carry letters from Gov. Allen and Mayor Curley to the chief executives of 67 cities, which will be presented at each step en route.

At Washington letters will be presented to President Hoover. Above New York city either Graham McNamee or Will K. G. Graham McNamee or Phillips Carlin will broadcast from the New ArbeIIa over a coast-to-coast hook-up, extending the invitation of The Boston Herald to all the men and women of the United States to come to Massachusetts to join in the Tercentenary exercises.

Arrangements are complete for receptions in the New ArbeIIa at each flying field on her route, where representatives of patriotic organizations, Massachusetts Societies and other groups will participate in special programs. These will include all Massachusetts clubs and New England clubs, In A. R., S. A. R., G. A. R., Society of Mayflower Descendants, Society of Colonial Dames, Society of Colonial Wars, Society of American Wars, Society of Cincinnati, Military Order of the Loyal Legion of the United States, Society of the War of 1812, Order of Founders and Patriots of America, Naval Order of the United States, Holland Society of America, Huguenot Society of America, Grand Army of the Republic, Spanish War Veterans, Veterans of Foreign Wars, American Legion, historical societies in all cities visited, and representatives of Harvard University, its alumni and clubs.

ALLEN TO SPEAK AT DEDICATION

Gov. Allen and Mayor Curley will speak at exercises opening the new $750,000 surgical wing and service building at the Faulkner Hospital, Jamaica Plain, Thursday, April 24. A reception to prominent physicians and surgeons and the public will be held from 2 to 5 P.M.

Among the features of the new structure is a new heating plant for the entire hospital. It is expected that the operation of the new plant will be no more expensive than the cost of running the old equipment, which formerly served only the old buildings. An outpatient consultation clinic will be operated and when the necessary funds are available.

TO HAVE 150 BEDS

The enlarged hospital will contain 150 beds; 75 in the surgical wing and 75 in the old building. The service building provides a large dining room and a large kitchen, storeroom and 10 rooms for maids. Enlarged laboratory facilities and modern equipment are provided for general practitioners in the Forest Hills section.

Friends of the hospital have been invited to contribute $100,000 for the finishing and furnishing of the new wing, including an estimated $40,645 for furniture and equipment.

The hospital, incorporated in 1903, was the dream of Dr. George Faulkner, who endowed it with $500,000. Half of that amount went toward the new wing. A portion of the income from $235,000 endowment from Miss Caroline Chickering aided the new structure, which was begun in May, 1935.

One-third of the new wing is devoted to four-bed wards, one-third to moderately-priced private rooms, and the rest of the space to larger private rooms for people of means.

In 1929 the hospital spent $33,000 on patients admitted on the "part pay" basis and $5000 for those unable to pay anything; $1200 for free X-ray treatment and $300 on free laboratory work.

HERALD BACKS NEW ARBELLA

TO OPEN NEW HOSPITAL WING

$750,000 Surgical Building

Finished at Faulkner Institution
Governor Sq. Bill Being Fought by Outside Towns

Conferences Develop the View That Subject Should Go Before New District Board

The bill designed to improve traffic conditions at Governor square by the expenditure of certain sums under the authority of the recently created Metropolitan Transportation District Board, which has come into being under an act passed last year.

At these conferences it was brought out that some of the communities believe that before the subway is extended the matter should be turned over to the new board. This board is authorized to investigate questions relative to the transportation needs of the Metropolitan district.

The opposing communities take the position that the district board has never been consulted on the proposed subway extension and that consequently the proposed legislation is not properly before the General Court.

When asked to discuss the situation today, Representative James J. Twogood of South Boston, a member of the subcommittee on metropolitan affairs which drafted the above bill, expressed belief that the cities and towns now opposing the measure have not stated their real reason for objecting.

Under the terms of the bill as drafted, said Representative Twogood, they are required to pay their proportionate share of the bill, now in the legislative Committee on Metropolitan Affairs. Incidentally, he added, the committee had obtained the opinion of General Edward H. Lufkin, Collector of the Port of Boston. We're out to build Boston, and we're out to build it right in the service of the city of the harbor.

Thus Boston lost a weekly payroll of about $500,000 -- according to the mayor. This visit of the firm was before he assumed office this year. As a consequence, the company made other concessions. Today the firm has a payroll of more than 20,000 people in its first factory and plans another.

The organized groups which will co-operate are:

- The Maritime Association of the Chamber of Commerce, The Port Authority.
- The Foreign Commerce Club of Boston.

The officials who will help include W. W. Lufkin, Collector of the Port; Mayor Curley, Governor Allen, U. S. Shipping Board officials and others.

The Mayor's attitude was made clear when he selected his big committee of men and women to aid in the development of Boston, this committee including many harbor interests.

The key-note of this drive for new port industries will be to do everything possible to encourage new firms making their homes here. At a recent meeting of his committee, Mayor Curley commented that a great electrical manufacturing concern tried to locate in Boston and was to build two factories.

According to the mayor, Boston placed too many restrictions on the firm's application. So did New York and Philadelphia.

As a consequence, the company built in Baltimore, where the city constructed roads directly to the plant on the waterfront and made other concessions. Today the firm has a payroll of more than 20,000 people in its first factory and plans another.

Thus Boston lost a weekly payroll of about $500,000 -- according to the mayor. This visit of the firm was before he assumed office this year.

Another Superstition

We've tried to be smart by applying psycho-analysis to the various superstitions of Boston sailors. The best known of all sea traditions has us walking the plank. Just why sailors view with horror the act of turning up a hat and cover it is symbolic of upsetting the ship itself.

The 19-year-old boys in the cove made a thought-provoking confession. They admitted making less money in rum-running than they could as honest fishermen. The youths signed up shrewdly for the adventure and glamour. As fishermen, they could often average $344 for two weeks good catches. As rum-runners, they faced danger and death for slight pay.
URGES ACTION
AT GOVERNOR SQ

Twohig Says Opponents
Don't Give Real Reasons

The proposed legislation for the extension of the Boylston-street subway under Governor sq is facing the opposition of outside cities and towns which would be called upon to pay deficits in event the Boston Elevated di not obtain sufficient revenue to meet the rental costs. The Legislative Committee on Metropolitan Affairs has the matter before it and there is a possibility the committee report a bill, opponents will line up their forces in the Senate and House. If the bill is killed nothing will have been accomplished by this year's Legislature regarding relief of congestion at Governor sq.

The committee has held conferences with officials of cities and towns and has been brought the information that some of the places believe that before any extension of the Boylston-street subway is made the matter should be turned over to the metropolitan transit district. They further contend the latter board should have control over the line. The committee has also been consulted before such legislation was proposed, and that because this was after the proposal was facing the opposition of outside cities and towns which would be called upon to pay deficits in event the Boston Elevated did not obtain sufficient revenue to meet the rental costs. The Legislative Committee on Metropolitan Affairs has the matter before it and there is a possibility the committee report a bill, opponents will line up their forces in the Senate and House. If the bill is killed nothing will have been accomplished by this year's Legislature regarding relief of congestion at Governor sq.

A statement of Representative James J. Twohig of South Boston, a member of the subcommittee of the Committee on Metropolitan Affairs, who has been active in furthering the bill, contains the assertion that the cities and towns now opposing the bill have not stated their real reasons for opposing it.

In Mr. Twohig's opinion the legislation now before his committee is legal in every respect. If not, it can be made valid by proper amendment, he declares. He points out that the committee has obtained the opinion of Gen. Edward L. Logan, chairman of the Metropolitan transit district, who has placed that board on record as favoring the Governor-sq extension.

It is Mr. Twohig's belief that action towards making the improvement should be started as quickly as possible. He says:

"It would give employment vitally needed by hundreds of men now out of work who have wives and children dependent upon them. In addition, the creation of the new jobs would relieve the city of the burden of caring for persons out of work. This is a matter that should be kept in mind as well as the main objective itself, namely, the relief or traffic conditions at the square. Therefore, the quicker the $3,000,000 will be appropriated and the better it will be for everybody."

PROTEST FAILURE OF WAR DEPARTMENT TO USE BOSTON AS DEBARKATION POINT

Inferences charging Secretary of War Hurley with having blocked the plan to have the United States Lines carry a delegation of Gold Star mothers from this port to Europe, today added fuel to the fierce protest being voiced by the city of New York as the point of embarkation for the New England pilgrims. The charge is embodied in a statement of Fred E. Dowling, secretary of the Boston Commercial, Industrial and Publicity Bureau, in which he declared negotiations between the War Department, officials of the United States Lines and representatives of the municipal board.

JOINS IN PROTEST

At the same time, Lieut. Gen. Edward L. Logan, U. S. A., retired, joined in protest, saying that the mayor's request would be turned down if it was not moved by the finest motive in his appeal to the War Department to arrange at least a few Boston sailings. The statement issued by Dowling and sent through the War Department to arrange sailings from the United States Lines to the Gold Star mothers' point of embarkation is as follows:

"Secretary Hurley's decision, while it was predicted on information received from an official of the Lines, is entirely inconsistent with the information obtained from other officials."

STATEMENT BY LOGAN

The statement of Lieut.-Gen. Logan is as follows:

"I am sure the decision of the Secretary of War will be a great disappointment to the Gold Star mothers of New England," said Lieut.-Gen. Edward L. Logan, U. S. A., retired, when interviewed today. "I can understand no reason which would prompt refusal of transports to call at Boston to take from the capital of New England those Gold Star mothers who are planning to go. After all, it is but another instance of the inability of the present administration to understand New England and the sentiments of its people."

Equally emphatic was Brig.-Gen. Charles H. Cole, retired, who was quoted as saying: "All the big ships use Boston as a port of call, and if the United States Lines use Boston as a port of call, he said.

"There is no reason why government transports for the Gold Star mothers cannot do the same thing. As for Secretary Hurley's statement, it is impossible. If he would say it was not impossible, it seems to me that with merely a little more work and detail it would be easy enough to arrange for the ships to call for the New England mothers at Boston."
A ONE-MAN JOB

The proposition for a three-member board of Police Commissioners to replace the single Commissioner would mean a step backward. We abandoned the police board idea years ago as did New York, Philadelphia and other large cities.

A Police Commissioner, like a Governor or a Mayor, ought not to divide his direct authority with anyone except subordinates of his own choosing. A really strong man would not accept a position which called for a vote or an agreement on matters of police policy. A Police Commissioner's job is a semi-military one.

In the days of the three-man police board the chairman was designated by the Governor and this put him in a position of higher authority than his colleagues. But with one man appointed by the Governor, one by the Mayor and one by the Chief Justice of the Supreme Court friction might easily develop.

There is no reason why the Police Commissionership should be considered too big a job for one man. No one claims that of the Presidency. A Police Commissioner must necessarily entrust the bulk of the work to his subordinates. It is the proper choosing and oversight of these subordinates that makes the efficient Commissioner.

We must have here in Boston some excellent material for the position of Police Commissioner, men big enough to master the job and master the force.

The thing is to get the right man, not to look around for ways to divide the responsibility. A man big enough for the job will soon demonstrate that it is emphatically a one-man proposition.

MAYOR MOVES FOR HARBOR IMPROVEMENT

Congressman McCormack was asked by Mayor Curley, yesterday, to attempt to have all proposed Boston harbor improvements specifically mentioned in the report of the rivers and harbors committee relating to necessary surveys. With the exception of the survey of the need of deepening and widening Fore River from Hull to the Greenway and of the Long Island Sound to the outer Breakwater, no other harbor projects have been mentioned but they are included in those left to the discretion of the army engineers.

BEACON-ST BUILDING LINE URGED REDUCED

Favor Lowering Height
From 80 to 65 Feet

City Hall Hearing Before Zoning Adjustment Board

A demand to bring within the 65-foot building height limit Beacon st. from Charlestown to the Charlestown Bridge will be presented today by the Beacon Hill Association before the Beacon Zoning Adjustment Board, at a public hearing in City Hall.

There favoring a change from the present 80 feet to 65 feet, now the height for the other streets from the State House to the Charlestown Bridge, greatly outnumbered the opponents.

The petitioners' case was presented by Benjamin Spring, president of the association, who said the reasons for asking the change were to avoid undue concentration of population, to produce adequate light and air, to lessen street congestion and to promote general welfare.

Mr. Spring said that Beacon Hill has a sentimental value that Boston is bound to consider. He made a plea to place the Gold Star Mothers Memorial near the Common within the 65-foot residential height limit.

Edward T. Hartman of the State Board of Public Welfare favored the proposed change as the first step toward proper planning.

John Fox, a former resident of the city, now living in New York, pointed out how higher buildings would shut out necessary light and declared there was no demand for 100-foot high apartment houses along Beacon st.

William D. Austin said the Boston Society of Architects voted in favor of the change. Ralph Adams Cram sent Mr. Spring a letter endorsing the proposed change.

Robert Dysart said that property values in the neighborhood had increased 49 percent in 10 years.

Karl Adams of Beacon st. was opposed to the petition insofar as it affected Beacon st. from Joy to Walnut st. He said that bringing the block he referred to within the 65-foot limit would simply perpetuate light and air for the Diocesan House on Joy st. which has appropriated the light and air that belongs to the neighbors.

Others speaking against the change were Amos R. Little, Elliott Henderson and George A. Brooks.

The board took the petition under advisement.

CURLEY URGES BOSTON LINERS FOR WAR MOTHERS

Mayor Curley yesterday wired Joseph E. Sheedy, executive of the United States Lines at New York, to the effect that he understood from the War Department that the reason that the Gold Star Mothers were not excluded from the United States Lines is because Mr. Sheedy refuses to send his steamers to Boston.

Mayor Curley in his telegram told Mr. Sheedy that what he hears is contrary to the promise that he made to him recently, and he would be glad to have his explanation.

OPPOSE GOVERNOR SQUARE MEASURE

Communities Fear They'll Have to Pay Deficits

In the metropolitan district outside Boston are lining their forces in opposition to the measure designed to solve the traffic problem at Government Square. Although not definitely declared, it is believed that their objection is based on the section which would force them to pay deficits in the event that the Boston Elevated fails to meet its rental costs for the proposed extension.

The objection of the protesting communities will be based on the argument that the legislation is not properly before the Legislature, that the recently created metropolitan transportation district board has not been consulted in drawing up the bill. The objections have come to the attention of the legislative committee on metropolitan affairs after a series of conferences with the representatives of the cities and towns to be affected.

Speaking of the situation yesterday, Representative James T. Twogill of Boston, member of the sub-committee which drew up the bill, said, "Under the terms of the bill as drafted the cities and towns are required to pay their proportionate cost of any deficit. They do not want to do so and are opposing the measure on the ground that the law as it has been compiled with Amendments can be added to make it valid."

CURLEY PROTESTS STEAMSHIP ACTION

Gold Star Mothers Must Sail From N. Y.

Protesting the announcement that the gold star mothers of Boston and other parts of New England, would be obliged to set sail from New York instead of Boston on their pilgrimage to the battle fields of France and the graves of their loved-ones, Mayor Curley yesterday sent a telegram to Joseph E. Sheedy, executive vice-president of the United States Lines.

"Am given to understand," wired the mayor, "by war department reasons Massachusetts gold star mothers cannot sail from Boston because you refuse to send your steamers here. This is contrary to promise to me by Mr. Chapman and yourself, Will be glad to have explanation."

At the same time the Massachusetts steamship department, too, to the bill drafted by the Legislature, through Commander Max Singer, sent a letter of protest to Secretary of War Hurley. The letter reads in part: "The women travelers, most of them well along in years, together with the tender memories of Boston as the port from which their sons embarked to go to war, is set forth in this letter."

OPPOSITIONS STEAMSHIP ACTION

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CURLEY PROTESTS STEAMSHIP ACTION

Gold Star Mothers Must Sail From N. Y.

Protesting the announcement that the gold star mothers of Boston and other parts of New England, would be obliged to set sail from New York instead of Boston on their pilgrimage to the battle fields of France and the graves of their loved-ones, Mayor Curley yesterday sent a telegram to Joseph E. Sheedy, executive vice-president of the United States Lines.

"Am given to understand," wired the mayor, "by war department reasons Massachusetts gold star mothers cannot sail from Boston because you refuse to send your steamers here. This is contrary to promise to me by Mr. Chapman and yourself, Will be glad to have explanation."

At the same time the Massachusetts steamship department, too, to the bill drafted by the Legislature, through Commander Max Singer, sent a letter of protest to Secretary of War Hurley. The letter reads in part: "The women travelers, most of them well along in years, together with the tender memories of Boston as the port from which their sons embarked to go to war, is set forth in this letter."
Residents Urge City to Restrict Height of Buildings Mor

Warning against the threatened erection of a "Chinese wall" of lofty apartment houses opposite the Common, which would block the breeze from the Frog pond, a representative group of Boston's select "400" appealed yesterday to the Board of Zoning Adjustment to reduce the building height limit on Beacon and Joy streets from 80 to 65 feet and to preserve Beacon Hill as an exclusive residential district.

BIG CROWD ATTENDS

So large was the assembly that Chairman Frederic H. Fay was forced to transfer the public hearing to the City Council chamber, where after a session lasting almost two hours, a show of hands revealed 69 witnesses for the proposal and only eight opposed, so the Board took the matter under advisement for the decision which will be announced later.

In opening the petition, President Romney Spring of the Beacon Hill Association, comprising residents of the district from the State House to the Charles River embankment, explained that restriction of Beacon street from the State House to Charles street, and also Joy street, from Beacon to a point beyond Myrtle street, for residential purposes was desired by the applicants.

"For City's Welfare"

He declared that it was for the welfare of the city to preserve the existing Beacon Hill skyline and urged the amending of the zoning regulations as a means of promoting the health, safety and convenience of the public, quoting the State Constitution to the effect that its preservation and maintenance of ancient landmarks as a public duty.

That Beacon Hill was the highest grade downtown residential property in any American city was the assertion of Edward T. Hartman of the State Department of Public Welfare, who serves as an adviser to planning boards. He contended that it could not be duplicated anywhere and should be preserved.

It was John P. Fox, New York zoning expert, who warned against the threatened "Chinese wall of apartment houses on Beacon street which would do irreparable damage to Boston Common." In New York, he said, a campaign has been in progress to preserve Murray Hill as an exclusive residential section. He declared that the modern residence should have a minimum of four hours of sunlight, and contended that if apartments were constructed on Beacon street, even the houses back on the Chestnut st area would be in the shade for practically seven months of the year.

The endorsements of Ralph Adams Cram, eminent architect, the committee on public improvements of the Boston Society of Architects, and the American Unitarian Association were recorded for the restriction by President Spring.

More Money in Taxes

After it had been claimed that the city would receive more money in taxes through the preservation of the property for residential purposes, Robert Dysart produced the city assessors' figures, revealing that in the past 19 years the property valuation had increased 63 per cent without the introduction of apartments or stores. This opinion was supported by Roger C. Hatch, prominent realty broker.

Traffic conditions would become even worse on Beacon Hill with the advent of apartments or business blocks, Theodore G. Holcombe, chairman of the association's traffic committee, told the board. Residents of the proposed apartments would leave their cars on the narrow Hill streets, he protested, adding to congestion and the hazards.

Miss Marion C. Nichols, secretary of the association, revealed that the traffic apparatus was forced to turn back one night last week when parked cars blocked traffic on the Hill.

Blames Speculators

Real estate speculators alone favored the construction of large buildings on the Hill, City Councillor Laurence Curtis, 2d, told the zoning board, urging the members to vote for the preservation of "this unique residential zone of historical importance."

The State Art Commission had voted unanimously in favor of the petition, Commissioner Cyrus E. Dallin, noted sculptor, announced, who condemned any marring of the beauty of the Hill as "revolutionary" and a "heinous crime."

Miss Frances G. Curtis contended that the value of the Hill could not be reckoned in dollars, claiming that it would be impossible to determine the value given to the city by the thousands of visitors "who come to see the Back Bay, but Beacon Hill."

In opposition, Karl Adams of 36 Beacon street, urged amendment of the petition so that it would not include the block between Joy and Walnut streets. While confiding that "there is no Tory blood in my ancestry," Mr. Adams was cheered as he stated that he would not sell his house for any purpose.

Oppose Restriction

Amos R. Little and George A. Brooks of Joy street, opposed the recommended restriction insofar as it would prevent them from using their property for business purposes. Mr. Little, whose family owned the Little building property at Tremont and Boylston street, argued that there were already restaurants, cobbler shops and drug stores on Joy street, and insisted that it would be unfair to curb the ultimate opportunity to capitalize the property.

The only Beacon street owner to testify in opposition was Elliott Henderson, realty broker, who offered the compromise of allowing fashionable, high class shops on Beacon street. He stated that though he bought No. 2 about two years and a half ago, and No. 5 about six months ago, "people have not been falling over one another in an effort to take it off my hands." He stated that he had 116 tenants on Beacon Hill, but the only person who looked at the Beacon street property wanted it for a "lodging house and that's the last stage on the downward scale of real estate," said Mr. Henderson, asking what he could do with the property if he could not sell it. From his experience, he said, he had found that in the tendency now is to live in apartment houses or move into the country, adding that few people wanted single houses.

Owners on Beacon street who opposed the blanket petition in letters to the board were Gordon Dexter, Mrs. Lothrop Brown, George von L. Meyer and the Old Colony Trust Company, trustees for Anna Lindsey Blake.
CURLEY FIGHTS TO HAVE GOLD STAR MOTHERS SAIL FROM BOSTON

WASHINGTON OFFICIALS BLAMED

Wire Convinces Mayor That U. S. Lines Have Not Broken Promise

Evidence of "buck passing" on the part of the War Department, in connection with the embarkation of Gold Star Mothers from this port, was seen today when Mayor Curley received a telegram stating the United States Lines have not changed their original position.

Although the War Department claimed the United States Lines were to blame for not sending a boat here, officials assured the Mayor the only reason they have not kept their promise to him is because the War Department withholds permission.

Mayor Curley wires the mayor:
"Your telegram received on the eve of my departure for Europe. Our position is in no way changed. Will write you fully. WILL STIR 'EM UP"

Convinced that the shipping concern had not broken its promise, Mayor Curley announced he will send a wire to the War Department on Monday which will "stir them up."

The Mayor explained that the War Department that the reason the Massachusetts Gold Star mothers cannot sail from Boston is that you refuse to send your steamers here.

"This is contrary to the promise made to me by Mr. Chapman. I will be glad to have your explanation."

NEW PROTESTS

New protests against the choice of New York as the port for embarkation have been registered by Max Singer, commander of the department of Massachusetts Veterans of Foreign Wars, who sent a statement to Secretary of War Hurley, and Miss Anne M. Manion, department president of the American Legion auxiliary.

"I was very much surprised to find out that the War Department was going to insist that the Gold Star mothers from New England depart for France from New York," said Singer in his communication to Secretary Hurley.

"I certainly think that, due to the age of many of the New England Gold Star mothers, they should be allowed to sail from Boston on this pilgrimage to France," said Miss Manion, at the State House today. "Then, too, a great number of them are in failing health and, surely, everything possible should be done for them."

City Will Buy N. E. Eggs Only for Hospitals

Curley Wants Farmers to Know Boston Is Their Best Friend

New England eggs only for the city of Boston hospitals and other institutions is Mayor Curley's order to the supply department, an example to the farmers of this territory that the city is their best friend.

The announcement was made by Leavitt C. Parsons, publisher of the New England Poultryman, who, as chairman of the National Egg Week celebration, asked the mayor if he would be interested in cooperating in the work. Mayor Curley expressed that he was interested in the whole problem of farm relief and shall be glad to cooperate in every way he can.

The mayor regards New England as an important agricultural section and Boston as the logical market for farm products. He finds that Boston is interested in New England farm purchasing power as it is the logical trading center where most of the $300,000,000 income of the New England farmer is spent.

"I recently took occasion to discuss the entire question of farm relief with Dr. A. W. Gilbert, commissioner of agriculture, in order to discover what steps the city could best take to help our New England producers and thus draw closer the bonds that bring together the cities and the country of New England into a single economic unit," the mayor wrote Mr. Parsons. "They clearly are interdependent groups and Boston, as the greatest consumer and trading center, has the greatest responsibility in undertaking this important constructive work which I purpose to carry out."

"The start has already been made and the press recently announced the plans set up by the Council and the Boston Health Department to insure our city a supply of pure fresh milk, and at the same time protect the $100,000,000 annual income of the New England dairy industry representing power of tremendous local importance."

"The city of Boston is anxious in the same way to help the New England poultry raisers. I assured the commission that here also we were ready to begin at once. We have already acted and your paper may be interested to learn that henceforth the city supply department, in purchasing for the various city hospitals and municipal institutions, will buy only New England henry eggs."

This recognition will help hasten the formation of some cooperative selling organization which New England so much needs.

Mayor Curley also spoke of Dr. Gilbert's telling him of the New England tour to the World's Poultry Congress which he is sponsoring under the leadership of Professor Monahan of the Massachusetts Agricultural College, the mayor regards as "one of the finest steps toward building the New England spirit," and he congratulated Professor Monahan on his vision and energy.

"This is a sincere statement, for I feel leadership is an important issue with our unorganized poultry industry," the mayor continued. "As evidence of this I told Dr. Gilbert I heartily endorsed his tour and would adopt it as a nucleus of our pilgrimage from New Boston to old Boston in connection with the city's centenary celebration this July.

"I am glad to be kept informed about the agricultural problems for I regard the city of Boston and the New England farmers' best friend. I shall be glad to cooperate with your committee in emphasizing to our people to eat up our national egg week, the Advantages of surplus, and hope you will.
Curley Starts Health Fund of $5,000,000

Uses $40,000 Hovey Bequest for Endowment of Health Units

Seeks Contributions

Fund Cannot be Used Until It Reaches Maximum, in Less Than a Century

By Forrest F. Hull

Having suffered disappointment that Mrs. Harriet J. Bradbury, sister of George Robert White, failed to leave the city a generous sum by will to provide for an endowment of the health units established under her brother's benefaction, Mayor Curley today took the necessary steps to provide such a fund of $5,000,000, setting aside as a nucleus a bequest of $40,000 left the city of Boston by George H. Hovey, late of Gloucester.

The fund will bear the name of "The Foundation for the Care and Maintenance of the George Robert White Health Units," and will, at its maximum amount, in a course of a century, provide sufficient money, as investments are now conducted, to maintain the health units now established or hereafter to be established. Five of these health units are in operation and the sixth is in process of construction. Four more are being considered, and it is estimated that an income of $20,000 a year would be sufficient for their maintenance.

Three weeks before Mrs. Bradbury died the mayor wrote her a letter telling of his ambition to provide in perpetuity for the impressive memorial to her brother, and thus relieve the tax levy of their annual care. He wished for an opportunity to talk the matter over with her, but her continued illness prevented. Often in previous years the mayor had mentioned his desire and, though the interview was impossible, he felt that a bequest might be forthcoming.

Agree on Hovey Bequest

It was on March 31 that an agreement was reached as to the use of the Hovey bequest of $40,000 when the mayor, Judge William M. Prest of the Probate Court, and John T. Morse, Jr., of Needham, sole surviving trustee under the will of Mr. Hovey, to determine for what purpose the $40,000 should be used.

Mayor Curley said that the $40,000 would be allowed to accumulate with any additional gifts or bequests until it amounts to $5,000,000, and then the income will be used for the care, maintenance and perpetuation of the units so that the work can continue as long as the city itself.

George Robert White died in January, 1922, leaving the city $5,000,000 with which health units bearing his name have been established. A sixth unit is now being built adjacent to the terminal. The removal of two thousand or more clerks and executives to the North Station district will mean much to Boston. In the opinion of Mayor Curley, who today congratulated President French on the decision and also upon his election as executive head of the railroad.

B. & M. to Remove Offices to Boston

The clerical and executive offices of the Boston & Maine Railroad, which were transferred to Lechmere Square, East Cambridge, just before the old terminal was torn down for the construction of the present structure, will be removed to Bos-
So far as treatment of the city of Boston is concerned, this year's Massachusetts Legislature has been more considerate than almost any of its recent predecessors. Mayor Curley received a debt limit so generous that he has not found it necessary to go to the highest point, and, what is more important, the Mayors of this city will not hereafter be compelled to seek the approval of the State Civil Service Commission to fill salaried vacancies in their offices. If the prevailing trend continues, the time may come when the Legislature will permit the Mayor to select the head of the Police Department. The latter development, however, seems to be unlikely at the moment.

The Garrett investigation, now going on at the State House, has, of course, aroused criticism of the Boston Police Department. One of the by-products of the bill, introduced last week by Senator Frank W. Osborne, of Lynn, was to substitute a board of three police commissioners for the single commissioner who now has complete charge of the department. It is very doubtful whether the bill will come before the Legislature this year; for the filing of the new legislation expired three months ago, and the chances are that the bill will graduate away. At this late date suspend the rules in order to admit Senator Osborne's bill for consideration, the matter would take a good deal of time and delay still further final adjournment which is remote enough now.

Mr. Innes has tried a triple-headed police commission, and those who watched it in operation are by no means convinced that his organization was more effective than a single commissioner. In fact, so much dissatisfaction existed that the commission made up of three members was abandoned for the existing arrangement. Senator Osborne's bill does, however, take a step towards "home rule" in that it provides for the appointment of one commissioner by the Governor, one by the Mayor, and the third by the two already mentioned.

In this bill goes before the Legislature, the Boston Senators and Representatives will express their resentment at what they will describe as an interference with the local government of Boston. It would probably be more polite to see that any measure affecting this city was introduced by a Boston member of the Legislature.

Senatorial Candidates

No additional candidates for any of the important political offices "in the gift of the people" have come to the surface, and those who have already entered the field are keeping quiet. Professor of Law, and former Governor, T. Fuller rises to the surface to hint a bit when it appears, but he has not announced a candidacy in regard to the Republican nomination for the United States Senate. One well-known Republican said the other day he was firmly convinced that Ex-Senator William M. Fuller had become a candidate for the Senate not so much because he was confident he would be elected, but more to get the nomination and to assure him a seat in Congress when he wanted to go back there.

Candidates for Other Offices

Since Dist. Atty Bushnell's statement that he had no intention of running again, Leominster in the county may, for all practical purposes, be considered for renomination for the legislative body by the Governor, one by the Mayor, and the third by the two already mentioned.

Ex-Dist. Atty Bushnell's statement that he had no intention of running again, Leominster in the county may, for all practical purposes, be considered for renomination for the legislative body by the Governor, one by the Mayor, and the third by the two already mentioned.

Another rumor is that Frederick Butler of Lawrence, formerly a member of the State Legislature, and now one of the county commissioners of Essex County, may run this fall against Anthony B. Cook for the Republican nomination for State Auditor. The prevailing opinion is, however, that this year for the first time since his introduction into the office he now holds, Mr. Hull has no opposition in the primary. It is very doubtful whether he could be defeated, and, in addition, the leaders want to see him very much to avoid bitter primary fighting; they have troubles enough on their hands.

James F. Porear of the Governor's Council intends to be a candidate for the Democratic nomination for Lieut.-Governor; he is the only Democrat in the east, and although it is not easy to set the rules of precedence, is also the ranking Democrat in the State and the Mr. Powers has demonstrated his ability to get votes—the most useful asset a politician can have, after not running for office in a long time, he had no very great difficulty in winning the nomination for the county that he had been a candidate four years ago.

James J. Brown of Charlestown will be a candidate for the Democratic nomination for Congress from the 19th District. He has been a member of the State Legislature and is well known. John Douglass, who now represents the district, was elected first in 1924; it is strongly assumed that he will be a candidate for another term, but if he retires it may be taken for granted that Mr. Brown will not have the field to himself.

Senator Joseph J. Mulherin of this city will be a candidate next fall for the Democratic nomination for district attorney of Suffolk County. He has had a good deal of time and delay still further final adjournment which is remote enough now.
WILD WELCOME AWAITS BYRD HERE JUNE 23
Plans Brief Retirement After Two Years in Antarctic Wastes

EXPEDITION DUE IN NEW YORK JUNE 14
Explorer to Begin Nation-Wide Lecture Tour in October

NEW YORK, April 12 - Rear-Admiral Richard E. Byrd will return to his home on Brimmer street, Boston, on June 23, after an absence in the Antarctic of nearly two years, it was announced here today by Capt. H. H. Bailey, his representative.

During August and September he will probably go into retirement in Boston in order to have an opportunity to enroll his family again as well as to rest, arrange the material collected on his expedition and work on a book scheduled for publication in the autumn.

Capt. Bailey announced today that Admiral Byrd is due here June 14 with his two ships, the Eleanor Bolling and the City of New York. On the afternoon following his reception, he will go to Washington to pay official calls, probably at the White House, the House and Senate chambers and the war and navy departments.

On the evening of June 16 he will be the guest of the National Geographic Society at a dinner at which President Hoover will probably preside, and at which his motion picture of the Antarctic will be shown for the first time.

WELCOME DATE SET
Tentative dates for official welcomes are June 17, Richmond and Winchester, Va., his birthplace; June 18, Albany, N.Y.; June 21, the borough of Brooklyn; June 23, the city of Boston; June 25, the city of Philadelphia.

He has consented tentatively to many other engagements, including the presentation of the degree of doctor of science by the Brooklyn Polytechnic Institute, June 18 or 19, and of a medal by the American Arbitration Society for distinguished service in the causes of commercial peace.

In October he will begin a lecture tour that will take him from Pittsburgh to the Pacific Coast and back, occupying the time until February, 1931, beyond which he has made no plans.

The Eleanor Bolling and the City of New York will reach Panama on May 20 from New Zealand, preceded by Admiral Byrd, who will arrive at the Panama Canal May 16 aboard the steamerhip Rangitiki. He will sail for New York from Panama on the City of New York. Capt. Bailey will sail May 2 to meet him.

Capt. Ashley McKinley, who flew over the south pole with Byrd, will arrive here Tuesday with data for maps of the terrain explored by the expedition.

PLAN GREAT WELCOME
Boston's reception to Admiral Byrd, in the words of Mayor Curley, will be, "such a welcome as has never been accorded any other American," and he will play a prominent part in the state's tercentenary program, if present plans can be carried out.

In charge of the arrangements are W. Irving Bullard and Theodore G. Holcombe. Mr. Bullard is at sea on the steamerhip Virginia, en route for the West coast. If it is possible for him to do so, he will meet Admiral Byrd either at Panama or at some Pacific coast port, to extend his welcome here for this summer.

Invitations have been sent to Mrs. Elizabeth Byrd of Virginia, mother of Admiral Byrd, and to his brother, former Gov. Harry F. Byrd of Virginia, to come here as guests of the city during the reception.

The gift of the city to Admiral Byrd, expressing its pride in his accomplish-ments, will be a medallion of solid gold, measuring three inches by four inches, with an engraved legend, symbolic figures and Byrd's portrait.

Admiral Byrd will probably be the guest of the American Legion during its convention here next October.

He will probably be greeted at the great Boston airport and escorted to the Common, where a public reception will be held at the Parkman band stand. Other arrangements are incomplete as yet.

TAGS PUT ON 1000 AUTOS

Police Continue Drive on Saturday Parkers

Continuing their week-end drive against Saturday parkers in the downtown section, more than a score of traffic officers from the Milk street traffic station tagged more than 1000 automobiles on restricted streets and for overtime parking.

Captain Bernard J. Hoppe in charge of the traffic station ordered the drive against yesterday as a result of complaints during the past few Saturdays that parked automobiles were slowing down the movement of traffic so much that the usual speed was threatened.

CONTINUING THEIR WEEK-END DRIVE AGAINST SATURDAY PARKERS IN DOWNTOWN SECTION, MORE THAN A SCORE OF TRAFFIC OFFICERS FROM THE MILK STREET TRAFFIC STATION TAGGED MORE THAN 1000 AUTOMOBILES ON RESTRICTED STREETS AND FOR OVERTIME PARKING.
Regional Planning Shown as Ultimate Solution

**Grade Crossings at Highways Contribute to Cost**

The American Road Builders' Association, as reported by the committee engineer, states that regional planning is shown to be the ultimate solution of traffic congestion. The study revealed that the cost of traffic congestion in the USA is estimated to be $35,000 per day as compared to a cost of $20,000 per day in Chicago, prior to the inauguration of the regional improvement program. The cost of this evil in New York is given as $1,000,000 a day.

Among the principal causes shown are:

- Highway registration (local vehicles)
- Outside registration using highways in the area.
- Lack of parking restrictions.
- Narrow and poorly planned highway systems.
- Lack of adequate entrances and exits to cities.
- The large cities geographically hemmed in by waterways.

Thirty miles from the heart of the central city of a regional area is the maximum distance of local influence. The New York area, even, could be included within those limits. This distance scales down some 10 miles around the smaller cities.

It is in these areas which are found traffic conditions which set the maximum standards of right-of-way, surface width and pavement design. Here occur the most expensive construction projects, the highest costs of additional right-of-way, and the greatest obstacles to successful completion of a highway improvement program. It is especially true of the central sections of cities where insufficient right-of-way was set aside originally for highway purposes.

Obviously there is a certain amount of "through" long-distance traffic in any area which travels beyond the 30-mile zone, but these amounts are very small when compared with the local traffic operating within such a zone.

**Horses Cheaper**

The loss of time because of traffic congestion in some instances in large cities is making transportation by horse-drawn trucks more economical than by motor-driven vehicles.

Lack of highway facilities has retarded the purchase of automobiles, notably in New York, Chicago, Philadelphia and Boston. Per capita comparisons of registration figures were made with such cities as Detroit and Los Angeles, which have an abundance of wide exits and high-speed arteries. Using the Detroit ratio of 3.5 persons to the automobile, the four former cities should have a total increase in registration of 1,950,000 automobiles, but they do not.
Conry Considering Plan to Provide More Auto Parking Space On Arlington Street

Proposal for a four-foot setback of the Public Garden fence along Arlington St and conversion of the present little-used sidewalk there into parking space, and renewal of the suggestion to move the Boston Common fence along Park St back eight feet so as to throw the width of the present grassed embankment there into traffic use, are under consideration by Chairman Joseph A. Conry of the Traffic Commission.

Although he has been only three days "on the job," Chairman Conry is already deep in consideration of ideas for accomplishing a smoother flow of traffic in the downtown area. He is gratified that constructive suggestions have already begun coming to him, and solicits others.

Conry this week will address a circular letter to traffic officials of leading American cities asking that various codes for the help they can give him in formulating corrective measures for Boston traffic evils. He hopes to submit to his commission for action in time for the tercentenary borne suggestions for measures for Boston traffic evils.

Proposal a New One

The Arlington-st proposal is a new one, submitted to Mr Conry by a Back Bay man of political and social prominence. A comprehensive graph accompanying the formal suggestion showed that 130 automobiles could be parked on that side of Arlington at which only about 40 can now be accommodated.

Along this sidewalk are about 30 elm trees, ranging from six to 36 inches in diameter, and the plan provides for preservation of the best of these by building curbings around their bases. Nor would there be interference by this plan in any way with the Channing and White memorials on that side of the Garden.

If the fence is set back four feet, cars could be parked head-on, the rear ends resting on what is about the present curbline. The area gained by the fence setback would permit construction of a little lane between the fence and the fronts of the parked cars. Cars could be driven through this channel out of the parking area, rather than backed out into the present lanes of travel in that thoroughfare, thus avoiding the impeding of traffic movement.

The Park-st suggestion has been "on the table" for several months now. Chairman Conry means to review this, along with the Arlington-st proposal. If his study seems to him to warrant his doing so, he will lay both projects before the Traffic Commission, whose approval would be required preparatory to submitting the plans to Mayor Curley for his sanction.

Plans Traffic Posts

At Chairman Conry's request, John F. Hurley, the commission's engineer, has drawn up specifications for traffic posts and submitted a list of proposed locations for these in main highways in outlying sections of Boston which accommodate heavy traffic into and out of the city proper.

Some 20 of these traffic control posts would be placed at intersections like that of Market and North Beacon Sts, Boston. The streetcar movement would be impeded by this undertaking.

The automatic control system for Washington and Tremont sts in the city proper will be in operation late in July, it is now hoped. Hurley said.

Installation of a complicated motor generating set in City Hall Annex basement for this system is the last remaining part of the work to be done.

Perhaps Boston might give a trial to the impounding system for cars parked overtime, Chairman Conry thinks, and he has asked Philadelphia authorities to inform him as to working of this method there. Other Boston traffic authorities before him have considered this, but none has moved to introduce it to Boston. Under it, when a traffic policeman finds a car parked overtime he does not only tag it, but, if it is not locked, he drives it to where the nearest garage. When the owner appears before the police he is informed where his car is garaged, and on payment of the garage fee recovers his automobile.

WOUJD SLICE 4 FEET FROM PUBLIC GARDEN

Oppose Shift to Contract for City Hall Service

Committee to Call on Mayor and Protest Change

Representatives of labor unions interested in the city retaining its own power, heating and lighting plant at City Hall, at a protest meeting at Supt of Public Buildings John Englert with "bad faith." If newspaper accounts of the taking over of the power plant at City Hall by a power company are true.

Supt Englert, according to Harry A. Russell, New England supervisor of local unions of the International Union of Steam and Operating Engineers, gave representatives of unions interested assurances that at least a month would be given them to present figures to prove their claim that the plant could be more economically operated by the city in the interests of the people than by an outside concern taking over the plant and furnishing heat, light and power under contract.

The protest meeting was attended by representatives of the Massachusetts State Federation of Labor, State Branch of Engineers, State Branch of Firemen and Oilers, and Electrical Workers' Union 194.

The alleged move of Supt Englert precipitated a three-hour debate, after which it was voted that all present attend a special meeting of the executive board of the Boston Central Labor Union tomorrow night, as which time a representative committee of the organized labor movement of the city and State will be named to wait upon Mayor Curley and protest the contemplated change.

Arthur M. Huddell, president of the International Union of Steam and Operating Engineers, and John F. McNamara, president of the International Union of Firemen and Oilers, are expected to arrive here within a day or two to assist the local unions in the fight.
FAULKNER HOSPITAL WILL DEDICATE WING

New Buildings Cost $750,000 and Mark Another Forward Step in Service to Humanity

The Faulkner Hospital takes another step forward in the interests of humanity on April 24, when Gov. Allen and Mayor Curley will speak at the opening of the new surgical wing and service buildings, recently completed at a cost of $750,000.

Between 2 and 5 in the afternoon, when there will be a reception to guests and the outstanding men in the medical and surgical professions, who will take part in the affair, the public will be invited to inspect these new structures.

This well-known hospital, recognized as a training school of the highest efficiency, was the dream of Dr. George Faulkner, who endowed it with $500,000. Half of this fortune was spent in constructing the old buildings, and part of the funds necessary for the building of the new surgical wing was derived from the remaining half of Dr. Faulkner's generous bequest.

Part of the income from the $235,000 endowment made by Miss Caroline Chickering also helped to make possible the new structures which were commenced in May, 1928.

Includes Private Rooms

One-third of the new surgical wing is devoted to several four-bed wards, one-third to attractive private rooms for which a moderate sum is to be charged, and the remaining third of the space given over to more spacious and private rooms equipped with every modern convenience for people of means.

An entirely new heating plant has been installed to heat the new wing and other hospital buildings combined. It is estimated that the operating cost of this new plant will be no more than the expenses, which were required to heat the less modern structures with the old and now discarded heating equipment.

An outpatient department or consultation clinic, also included in the expansion program, will be operated when necessary funds are available. The service building provides for a large dining room and spacious kitchen; also storeroom and 10 rooms for maids.

Enlarged Facilities

The 75 new beds in the surgical wing and the beds in the old building now make a total of 150 beds available to accommodate the steady influx of patients and the ever increasing demands of the communities near the Faulkner Hospital, which have speedily developed in recent years.

Enlarged laboratory facilities, complete with modern equipment, are now provided for the use of general practitioners in the Forest Hills section, who will now be able to conduct many necessary investigations and more elaborate research work than has been possible in the past.

The hospital was incorporated in 1903. The services which have been rendered in 27 years have been indispensable to many thousands of appreciative patients, especially those of moderate means.

Free X-Ray Treatment

In 1929 the Faulkner spent more than $33,000 in the rendering of medical and surgical attention to patients admitted on the "part pay" basis, and $800 was spent in free services to those unable to make any payments at all. In the same year $600 was expended in giving free X-ray treatment, and at least $500 was invested in free services rendered in the laboratory.

Although the Faulkner Hospital has received many generous bequests since it was founded by Dr. Faulkner, it is to a very large extent dependent upon gifts made by those who realize that this important service must continue in the interests of the sick.

As it is the earnest ambition of the board of trustees of the Faulkner to meet as speedily as possible all the expenses which have been incurred in building the new structure, requests are being made that people make endowments in the names of departed friends and loved ones, and thereby assist in rebuilding the financial structure of this most worthy institution.

The trustees of the hospital are:

The trustee are Andrew J. Peters, chairman; Ingersoll Bowditch, treasurer; Mrs. Franklin C. Jillson, secretary; Miss Cornelia Bowditch, Mrs. Henry B. Chapin, Nelson Curtis, Miss Emily G. Denny, Mrs. J. Mott Hallock, Herbert L. Hammond, Dudley N. Hart, John T. Hosford, R. S. Hume, Henry W. Oden, Ernest L. Rueter and James W. Wheeler.
WOULD BAN DOWN-TOWN TO PARADES

Mayor, Storekeepers to Agree on Back Bay Route

To provide a parade route for the Tercentenary and convention demonstrations that will not interfere with the free commercial use of the streets for the downtown retail business interests, the Board of Street Commissioners will hold a public hearing at City Hall on Tuesday afternoon at 2 o'clock, at the order of Mayor Curley.

CHANGE REVIEWING STAND

Opposition of Manager Daniel Bloomfield of the retail trade board of the Chamber of Commerce to the proposed downtown parades this year resulted in the Mayor yesterday agreeing to abandon his customary reviewing stand on School street in front of City Hall and removing it to any point in the Back Bay that may meet with the approval of the business interests of the city.

The Mayor suggested the changing of the regular parade route from the downtown business district to the Back Bay and South End. His personal view was a route starting at Roxbury Crossing, proceeding down Columbus avenue (which will be paved with a smooth surface immediately), to Charles street, where the State Tercentenary exhibit will be established, then along Charles street to Beacon and over Beacon, Bowdoin and Mt. Vernon streets to the Charles River esplanade, and finally along Embankment road and back to Beacon street, where the marshals could be dismissed.

This suggestion of the Mayor was taken under consideration by Chairman Thomas J. Hurley of the Street Commission who will preside at TUESDAY'S public hearing on the parade route question.

Chairman Hurley expressed the desire of the administration to provide the best possible route where the greatest number of people may witness the 10-hour parade of 50,000 American Legionnaires, as well as the Tercentenary, American Federation of Labor, Knights of Columbus and other national convention parade here this year.

CHILDREN BATHED AT CITY HALL

Child Welfare Division Cleans and Dresses Little Ones

A good bath, a good medical examination and bright, clean clothes provide the best remedy for mending the broken hearts of little children, according to Deputy Institutions Commissioner Mary A. Cotter, who provides all these things for 922 boys and girls under her protection in the child welfare division on the eighth floor of City Hall Annex.

WORK NEARLY FINISHED

The work of installing the system which was supposed to have been completed early last summer is nearly finished, the only work left being to wire the control board in the basement of City Hall Annex from which the lights will be operated.

When the new system is started traffic in downtown Washington street will be able to travel from Bromfield to Haymarket square without a stop. The same will be true of southbound traffic in Tremont street. North traffic on Tremont street will be forced to make three stops. These will be at Boylston street, Temple place and somewhere on Cambridge street.

For months checkers of the commission have been at work marking corners in the city checking the flow of vehicles from the main and side streets and figuring the percent of time necessary at each intersection to prevent tie-ups.

Contrary to other automatic systems each intersection will have its own cycle of light time. For instance at Summer and Washington streets where a great deal of traffic moves out of Temple place while the red light is set against Washington street traffic, this is so.

In order to prevent vehicles being forced to come to a stop on Washington street behind those which came from Temple place the green lights at Summer street will flash on six seconds quicker than at ordinary intersections to allow traffic to get moving before the other cars catch up with them.

The control board at City Hall Annex which is now being wired will handle the entire system. The panel will be 12 feet by 6 feet and will have a triple control. By this method at a short circuit should occur in the machine handling the lights the control of the lights automatically is thrown to the second machine and an alarm bell will start to ring to warn of the trouble.

Automobile drivers or pedestrians on the street would not be aware of the trouble as the second machine would pick up the control immediately.

Only 11 intersections will be cared for by the new system. Checkers, however, have been noted at many places that the new system would not interfere.
"Well Located Real Estate in Boston a Profitable Investment" — Mayor Curley

Well located real estate in Boston is absolutely safe, as well as a profitable investment. Figures show that there has been a steady increase in real estate values in Boston for the last one hundred years, and the increase for the next hundred years will be much greater.

Some seven years ago an active and progressive group of individuals started the widening and extension of Stuart Street, and the development of the Park Square district, and in this district alone we have ten or twelve new and very attractive office buildings and hotels. These developments naturally brought other activities into the district, resulting in the betterment of the entire section.

Several Sizable Projects Planned

During this same period the financial district of Boston gradually spread out through Postoffice square to Franklin and Federal streets, where are located the Chamber of Commerce, First National Bank, Beacon Trust, Atlantic National Bank building, Tower building, United Shoe Machinery, and many others. When buildings of this character come into a district it is an encouragement for others to come along, and understand that there are several sizable projects under consideration for this immediate vicinity, including the new Telephone building, the new Post Office, and the proposed building for the Western Union Telegraph Company. The new Federal building will bring dignity and character as well as additional value to Postoffice square.

Real Estate Values Constantly Increasing

The splendid development at the North Station, which was started by the late George Hannauer, includes the new railroad station, a large industrial building, Boston Garden, and the new Hotel Manger, which is now nearing completion. These improvements, with the widening of Cambridge street and various other arteries, and the work which is being done by the city and railroads in this section, are enhancing the value of all the surrounding real estate.

So it can be readily appreciated that the values of real estate in Boston proper are constantly increasing and money invested in these properties will bring a substantial return to the investors.

Over in East Boston we have the Airport, which I intend shall be second to none in the country, and I predict that it will be but a short while when large manufacturing and assembling plants will be located in the vicinity of the Airport.

All these added industries will have an effect on the development of the Port of Boston, which will result in necessary and added shipping facilities along the water front.

Advocate of Home Owning

In many of the outlying sections of the city many large home developments have been successful. I am a strong advocate of home owning as it stands for greater family happiness, independence, and better citizenship.

These suburban sections are enjoying the benefits of the increased rapid transit, and will still further benefit by the additional subways, tunnels, etc., plans for which are now being developed. The street improvement programme, as well as school house programme, when carried out, will mean much for these districts.

In considering the real estate developments of the past few years, both the city and suburban properties, and the splendid possibilities of the future, I feel that Boston real estate is in a very healthy condition, and from the investment standpoint, absolutely safe.

We have the finest natural seaport on the Atlantic Coast and with our newly appointed Port Control Board I expect tremendous improvements in all shipping, both foreign and coastwise.

The city's Industrial Committee, recently organized, is receiving the fullest support and co-operation of all interests, and every effort will be made to induce new industries to locate here. This committee will also give to the older manufacturing lines every assistance that may be necessary to promote and stimulate the general interests of all.

The Trust Companies, National Banks, and Savings Banks, also the Insurance Companies, are in the strongest position at the present time, and are willing to assist in all said enterprises that will benefit Boston.

We have opportunity and money; we need co-operators and workers. Success will follow.

CURLEY WANTS HEALTH FUND

Appeals for $5,000,000 to Maintain White Units

Assured that his $100,000 fund for the promotion of New England commerce and industry would go over the top this week, Mayor Curley yesterday issued an appeal for a $5,000,000 fund for providing maintenance expenses of the George Robert White health units in the congested districts of the city.

The Mayor hesitated to ask for contributions for his second fund until the first had been guaranteed, but he was assured that the merchants and industrial leaders of the Metropolitan area had already turned $75,000 into his newly created commercial, industrial and publicity bureau to boost Boston's resources throughout the country, and the remaining $25,000 had been practically pledged, with the prospect that the $100,000 goal would be reached in a few more days.

With the agreement of Judge William M. Prest of the Probate Court and John T. Morse, Jr., of Needham, sole surviving trustee, the Mayor used the $40,000 from the will of the late George O. Haven of Gloucester to start the $5,000,000 fund for the maintenance of the health units.

He pointed out yesterday that it would require 108 years for that amount to reach $5,000,000 through investment and expressed the hope that other benefactors would donate to the fund so that the goal might be reached in a quarter of that time, or perhaps sooner.

With the $5,000,000 White fund to provide the buildings and the new $5,000,000 ...
A plea to industry to give more thought to the people of America, and less to the welfare of those who live in other lands, was made yesterday by Mayor Curley at the luncheon of the Mayors' Club of Massachusetts at the Parker House.

"Because this age is becoming more and more one of machinery," the mayor proposed serious consideration of the five-day week and the seven-hour day. He also suggested the feasibility of federal prohibition of more than eight hours of work in 24 in industry and more than six days' work a week.

By this means only, he asserted, can the municipalities of America be freed from the ever-growing list of those receiving charitable aid, with its attendant evils both to the cities and to the recipients of such aid.

HE SCORES I. G. C.

In speaking of the development of the port of Boston, he rapped the Interstate Commerce Commission, declaring it had placed a tremendous handicap on Boston, where exports had fallen from $18,000,000 before the commission existed to $4,000,000 last year.

Frank S. Davis, manager of the maritime bureau of the Chamber of Commerce, pointed out a score of ways in which the port is now booming, due largely, he said, to the activities of Mayor Curley.

Two of the largest steamers ever to come here are being sent by the Cosulich Line, Davis said, while the Britannic, the largest ever to touch at Boston, is coming this summer.

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Two of the largest steamers ever to come here are being sent by the Cosulich Line, Davis said, while the Britannic, the largest ever to touch at Boston, is coming this summer, and steamers of the French Line are also to make their American port.

The Welland Canal, which will result in giving Boston a rate of one cent a hundred less on grain, was considered. The mayor expressed confidence in its success.

Curley Aims to Make Hub "Strikeless"

A CONFERENCE, the objective of which is "a strikeless Boston," will be held at City Hall, Thursday, at noon.

Mayor Curley made this announcement yesterday following a conference with representatives of the Building Trades Employers' Association. The latter has had two conferences with the Building Trades Council and expects to reach an agreement Tuesday.

PLANS TO SLICE BOSTON COMMON

Plans to take two good-sized slices from Public Garden and Boston Common as a partial solution of the traffic problem have been placed before Joseph A. Conry, chairman of the traffic commission.

One calls for a four-foot setback of the Public Garden fence on Arlington st. and conversion of the sidewalk there into parking space for 130 automobiles. A Back Bay man of political and social prominence submitted that idea.

The other would move back the Common fence along Park st. at a distance of a few feet, giving a widened thoroughfare to Beacon Hill.

Mr. Conry has not yet given sufficient study to either plan to decide whether to place it before the commission.

HUB'S PUBLICITY FUND AT $75,000

Mayor Curley expressed confidence yesterday that the proposed $75,000 for maintenance of a commercial, industrial and publicity bureau to boom Boston, would soon be raised. Contributions to date have reached $25,000.

Many of the contributions, the mayor said, are coming from points outside the city proper, indicating a noteworthy "Greater Boston" spirit.
What Curley Did

The Mayor arrived. He told Mr. Phelan that he had not slept all night puzzling over the problem presented by the leaving of a half-dozen million dollars to the city by George Robert White. "Hospitals and museums will always be taken care of," he told Mr. Phelan. "Can't we put this great fund to work for people before they get into the hospitals?"

He then outlined his plan for the establishment of health units in the congested area. Mr. Phelan became as enthusiastic as Mayor Curley was. The rest is history.

During the lifetime of these two people, George Robert White and his sister Harriet, there had been many private benefactions. In the latter years of both people they spent much of their time applying this wealth to the aid of others. You won't learn much of this, however.

They tell a humorous story about the late Henry Hurlburt, pugnacious prosecutor in the scandals that tainted the district attorney's offices hereabouts a few years ago. He was president of the Boston Bar Association when the White Fund was established. As such, he was a trustee of the fund.

Now, Henry Hurlburt was no admirer of the "Curleyism" of the enemy, whatever that was. The job that Mr. Phelan saw ahead of him when he took Mayor Curley's appointment as administrator of the fund was to win over Mr. Hurlburt to the Mayor's plan for its use.

To do this he took Mr. Hurlburt, who went somewhat reluctantly, down into the North End and showed him the work the Mayor had already done in providing the children of that thickly settled district with playgrounds in which to breathe fresh air and be taught the principles of patriotism to the land of their parents' adoption.

That one view was enough. Mr. Hurlburt returned to the Mayor's office with Mr. Phelan, grasped Mr. Curley's hand and said: "I'm with you in anything you want to do with the White Fund. I know you will use it to the best advantage."

The father of the Whites was Captain John H. P. White who died of fever in New Orleans during the Civil War. George White came to Boston in his teens, got a job with the Potter Company and in due time became two-thirds owner of the business. Many of his millions were amassed through his uncanny ability to judge the value of real estate. Some of the choicest parcels on Tremont and Boylston were acquired by him when they were worth a fraction of their present value.

So here were two people with a mutual love of their fellow men who came to Boston, acquired millions from the city and, upon their deaths, have given back the millions they made here.

George Robert White, whose benefactions have brought health to the congested sections of the city where he made his millions.
BY CHARLES P. HAVEN

Made Money Here

George Robert White and his sister made all their money in Boston and have given it all back to the city. They were the last of their family, the brother never having married and the sister dying a childless widow.

In the unusual story of the lives of these two people, not the least unusual part of it was their extraordinary love for each other. Left, another sister, orphans at an early age, they developed a brotherly-sisterly affection that was the admiration of all who knew them.

As long as George Robert White lived, he lived with his sister, who mothered him from boyhood, although he was a few years her senior. Even then Harriet White married there was no cessation of the companionship between him and his sister. The other sister, who was Mrs. Edward Sullivan, her husband having been a prominent Boston attorney, left home upon her marriage.

A Close Triumvirate

When Harriet White married Frederick T. Bradbury, the three established their home in Commonwealth Avenue. Before that the brother and sister had lived in various places in the South End and the Back Bay. George Robert White amassed the millions that he and his sister have now turned over to Boston institutions.

Stimulated. When he died he left his two-thirds interest in the Potter Drug & Chemical Company, makers of Cutilcaro soap and allied products.

Harriet White was wise enough, after the death of her brother, to leave the control of the business in the hands of the man whom her brother had trained to take his place when he passed on, Charles L. Hamilton, president of the company. The company grew by leaps and bounds as the interest Harriet White was left by her brother multiplied several fold.

Mr. Hamilton, in a reminiscent mood the other day, told me something of the personal side of these people whom he knew so well. He said that the affection between the sister and brother was one of the most beautiful things he had encountered in his lifetime. He told me how, away back in the horse era, Harriet White would drive to the White Fund has gone on under the direction of George E. Phelan, has been functioning for nearly eight years now, consists of nearly $7,000,000. The income from that fund is being used for the building of health units in the congested parts of the city. This use of the fund, Mr. Phelan will tell you, is one of the phases of "Curleyism," a term once used by Mayor Curley’s enemies and now proudly used by his friends to confuse the connoisseurs of the phrase.

The OtherdayHarriet White (Mrs. Frederick T. Bradbury) left in her will a round dozen millions of dollars to the Massachusetts General Hospital and to the Museum of Fine Arts. Each will get as residuary legatee of Harriet White’s estate about $6,000,000.

This makes the Whites perhaps the greatest benefactors Boston has ever known. The George Robert White fund, which, under the direction of George E. Phelan, has been functioning for nearly eight years now, consists of nearly $7,000,000. The income from that fund is being used for the building of health units in the congested parts of the city. This use of the fund, Mr. Phelan will tell you, is one of the phases of “Curleyism,” a term once used by Mayor Curley’s enemies and now proudly used by his friends to confuse the connoisseurs of the phrase.

The Old Algonquin Group

George Robert White, Mr. Hamilton told me, was one of the old Algonquin Club group, his principal chums being General Charles H. Taylor and Charles H. Cole, Sr., father of General Charles H. Cole. In the nineties and the early years of the new century, they were accustomed of an evening to gather at the club and practice the conversations, art, which had not then been crowded out of life by the speed of the automobile era.

One night at the Algonquin Club, when Charlie Hamilton was a guest of his chief, some of the members present engaged in a competitive game of out-cheering their Harvard brethren of the virtues of their particular class. After the Harvard contingent had usurped enough of the honors, General Taylor turned to George White and said:

"George, let’s give these fellows our college yell, ‘Evening High School, Evening High School, Rah! Rah! Rah!’" George White and Charlie Hamilton joined the General in his college yell and drowned out the Harvard group entirely.

Another anecdote of George White and General Taylor will illustrate Mr. Hamilton’s point. Mr. Hamilton joined the General in his college yell and drowned out the Harvard group entirely.

Another anecdote of George White and General Taylor which Mr. Hamilton recounts shows the humorous view these men of an earlier and more leisurely age took of the pretensions of their fellows, including themselves. The first time Mr. Hamilton was brought to the Algonquin by Mr. White he sat with his friend and General Taylor at a dinner. Mr. Hamilton said that that was the first time he had met General Taylor, and he fell under the charm of that companionable personality.

Gales of Laughter

When the time for general introductions came, Mr. White rose to introduce his guest. Mr. White quickly set back in his chair by General Taylor, who addressed the gathering as follows: "Gentlemen, this is Charlie Hamilton, vice-president of the George R. White Interests—the man who makes his money for him." This brought gales of laughter, entered into as enthusiastically by Mr. White as anyone at the dinner.

Since the death of her brother in 1922 the work of the George Robert White Fund has gone on under the policy outlined by Mayor Curley, with the assent of the board of trustees. George Phelan will tell you that this policy of devoting the income of the fund to the building of health units is the result of a sleepless night on the part of Mayor Curley.

The news that the fund would be available was published in the afternoon papers one day in Mayor Curley’s first administration. The next morning George Phelan got a telephone call at his home from the Mayor. "Have you had breakfast?" was the Mayor’s query. And "Yes" was all right: "I’m going to stop at your house on my way in town."
The city of Boston hereafter will buy only New England hen's eggs for its hospitals and institutions. Mayor Curley has assured local poultry interests. This step is part of a program planned by the Mayor of cooperation with New England farm interests, whose purchasing power, the Mayor points out, is of tremendous importance to the cities.

"The city of Boston is anxious to help the New England poultry raisers," the Mayor declared in a letter to Leavitt C. Parsons, publisher of the New England Poultryman and State chairman of National Egg Week activities.

"We have already acted and your readers may be interested to learn that henceforth the City Supply Department, in purchasing for the various hospitals and municipal institutions, will buy only New England hen's eggs. I hope this recognition will help broaden the formation of some cooperative selling organizations which New England so much needs."

"I feel leadership is an important issue with our unorganized poultry industry," the Mayor writes. "I shall be glad to cooperate with your committee in encouraging our people to eat up, during National Egg Week, the threatened egg surplus."

The Mayor describes the tour which New England poultrymen are planning to the World's Poultry Congress in London, this July, "one of the finest steps I can think of toward building our New England spirit, and I congratulate Prof William C. Monahan of the Massachusetts Agricultural College on his vision and energy in undertaking it. I told Dr. Arthur W. Gilbert, commissioner of agriculture, that I heartily endorse this tour and would plan to adopt it as a nucleus of our pilgrimage from new Boston to Old Boston in connection with the city's tercentenary celebration this July."

The Mayor's letter also reveals that he has been carrying on discussions with Commissioner Gilbert on broader farm questions.

"I recently took occasion to discuss the entire question of farm relief with Dr. Gilbert, in order to discover what steps the city could best take to help our New England producers and draw closer the bonds that bring together the cities and the country of New England into a single economic unit," the Mayor writes.

They clearly are independent groups and Boston, as the greatest consuming and trading center, has the greatest responsibility in undertaking this important work, which I propose to follow out.

The start has already been made and the press recently announced the steps taken by the City Council and the Boston Health Department to insure our city a supply of pure fresh milk and at the same time protect the public welfare. MAYOR SAYS CITY PLANS TO AID FARMERS OF N. E. Purchase of Their Eggs For Municipal Institutions Part of His Program of Cooperation
NO SLICING OF COMMON TO PARKERS

If Needed for Traffic
O. K., Say Beacon Hill Folk

COMMISSIONER LONG OPPOSED TO PLAN

Park Commissioner William P. Long, whose department has charge of both the Common and Public Garden, has stated that he was not in favor of the plan, and that if it came before him he would turn it down.

“The matter has come up a number of times in the past and I have always turned it down,” said Commissioner Long. “I will do the same with this one. The only man who can make me accept the plan is Mayor Curley, and he is too fond of both the Common and Public Garden to do that.”

Any reasonable portion of Boston Common or the Public Garden, if necessary, for actual movement of traffic, but not one inch for parking, was the dey hurled yesterday by residents of Beacon Hill to the proposal under consideration by Traffic Commissioner Joseph A. Conry to take the sidewalk and four feet of the Public Garden on Arlington street and eight feet of the Common on Park street.

NOT BACKING PLAN

Commissioner Conry stated last night that he is in no way backing the plan, which has been presented for his consideration by a prominent citizen of the Back Bay. When he has looked into the feasibility of the proposition he states, he will send back the plan to its sponsor and inform him that the commission will consider the plan if it has the endorsement of the Senator, Representatives and city councillor of that district.

The Rev. E. A. Horton, for many years chaplain of the State Senate, and president of the Boston Common Society, stated that the society would not oppose the plan, provided the mature judgment of the traffic commission was

A GREAT FLOWER SHOW

What will the Mayor's proposed free flower show at Franklin Park amount to as a Tercentenary feature? It may count for a great deal. More than 350,000 motorists went out in the rain at Washington to see the Japanese cherry trees in bloom, and in addition there were ten excursion trains, and extra cars on the regular runs. As the New York World commented: “This whole throng came merely to look at cherry blossoms, flowers that cost nothing save the pay for a few gardeners to keep them pruned; that toil not, neither do they spin; that lie far outside the ordinary booster's thinking and have nothing to commend them save that they are beautiful. Why can't our American towns learn this simple lesson?”

Many towns and cities have learned. Under the supervision of Chairman Long of the Park Commission and Arthur A. Shurtleff, who is to assist in arranging the Franklin Park flower show, a man may learn the lesson well in this Tercentenary year. Foreign cities discovered it long ago. The comprehensive exhibit outlined by Mayor Curley would unquestionably please visitors and also awaken the people of Greater Boston to livelier realization of Franklin Park's charms. The Arnold Arboretum, the greatest tree museum in the world, is still to be discovered by many visitors and natives. The Arboretum and the Park might well be made the centre of interest this year for a great many more thousands than looked at the Cherry blossoms in a Washington rain on one day.

BIRD AND SON WINS CURLEY CUP TIE, 4-3

Series with Charlestown Hibernians Stands 7-All

Bird and Son soccer combine defeated Charlestown Hibernians, 4-3, yesterday at Sullivan square in the second game of the home-and-home Curley cup competition. As the Hibs won the first encounter by the same score, the series is tied at 7-all.

Following two hectic 45-minute periods, the teams battled desperately in 10-minute overtime periods, but these were scoreless.

Smithe, who scored the East Walpole outfit's last goal, was the star performer. There were two penalty-kicks. Ed Tellow connecting from the 12-yard box for Bird and Son and Stark netting similarly for Hibs.

Smith - Bird and Son; Dion, goat; Ed Tellow and Ed Stark, backs; Start, halfback; Homer Smith, halfback; week ends. McKenna, Celis, Nash, Swain, Slav, and Bower.

Hibs - Bird and Son; Dion, goat; Ed Tellow and Ed Stark, backs; Start, halfback; Homer Smith, halfback; week ends. McKenna, Celis, Nash, Swain, Slav, and Bower.

Air Envoy to Invite Nation to Hub Fetes

While Paul Revere and William Dawes are making their annual ride next Saturday, an aerial messenger will start from the Boston airport on a good will tour of thousands of miles to 65 leading cities to extend invitations to the Tercentenary celebration and the American Legion national convention here this year.

B. Wentworth Emmons of Brookline and Boston will be in charge of the second game of the home-and-home Curley cup competition. As the Hibs won the first encounter by the same score, the series is tied at 7-all.

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PUBLIC GARDEN
LAND TAKING HIT

Chairman Long Assails Plan to Make Space for Motor Parkers

ARLINGTON STREET
RESIDENTS PROTEST

Chairman William P. Long of the park commission last night denounced a plan which has been submitted to Joseph A. Conry, Boston's new traffic commission chairman, to remove the sidewalk and set the fence back four feet on the Arlington street side of the Public Gardens. Chairman Long declared that the proposal to convert the present sidewalk into a parking area is not favored or condemned by the project, but merely has it under consideration. A second proposal, to remove the embankment on the Park street side of the Common, and to widen the street eight feet, has been resurrected for consideration. President Edward A. Horton, of the Boston Common Society, said that his society would not oppose the widening if it would aid the flow of traffic. He would oppose a plan to convert the south side of Park street into a parking area, however.

SILENT ON SPONSORS

Chairman Conry did not reveal the names of the two prominent Boston citizens who, he said, sponsored the proposal. He would not consider advancing a project which was shown to be damaging to the Public Garden, he said. Park street, under the plan he is studying, would have no parking area on the Common side, he asserted.

Chairman Long declared that the traffic commission has no authority to take Public Garden land for parking. The land is far too valuable for its beauty to be marred in such a manner, he declared. Mr. Long is also a member of the traffic commission, and will oppose the project if it ever comes before that board, he asserted.

Under the plan, there would be a narrow lane between the parking area and the Garden fence, so that motorists could drive out from the parking space through the lane instead of backing out into the Arlington street traffic.

Of the revived Park street proposal, the Rev. Dr. H. W. H. Hinton said:

SEES NO BENEFIT

The embankment on the Common is not particularly ornamental or beautiful, and the trees on it are very old. The substitution of a good wall for the old embankment would not require the removal of the benches along the walk. I do not see, however, how the widening of Park street could accomplish much to relieve congestion on Beacon street, where the real trouble lies. During my walks from my hotel I have been pleased to notice how well the no-parking rule on the Common side of Park street is now being enforced. Traffic proceeds smoothly in two directions on Park street but encounters difficulty on Beacon street, I have been astonished by the number of bus lines's vehicles on that thoroughfare—many of them automobiles which should have been driving into the city over some other route.

The inability of Beacon and Tremont streets to absorb the Park street traffic is responsible for delays which occur there. Of course, when cars are parked double on the north side of Park street delays will occur. But I do not believe Mr. Conry plans to allow double parking, even if the street should be widened.

The Boston Common Society does not wish to block any necessary improvements or measures which would relieve an emergency. If the commission really thinks the problem can be removed by removing the embankment, I shall not object, and I do not think the society will object. My observations during my walks, however, cause me to think that Mr. Conry will have to go further to find the real cause of the delays at Park street.

The unprecedented flow of cars to and from the business section via Beacon street seems to me to be the real cause of congestion there—not the width of Park street.

WELCOMES COMMENTS

Chairman Conry said he will welcome comments or suggestions for traffic aid, but urged his correspondents who have grievances to inclose recommendations for relief with their complaints.

People who park "double" anywhere on city streets are creating a hazard, blocking traffic, and must be dealt with at once to the full extent of the law, he said. He assailed double parkers as a menace whom he intends to go after at once.

Among the Arlington street residents who were vouched for in their protest at the idea of widening that street was Mrs. Clara G. Barrett, who branded it as "threatened desecration" of the beauty of the Public Garden.

Mrs. Henry L. Doyle said that, while people sometimes support measures for the public good of which they disapprove, she thought the Arlington street widening proposal one which would destroy much of the dignity of the street. She could not see the necessity for it, with so many private parking areas in the vicinity, where a motorist can park his machine for a small fee.

ELMS COULD BE KEPt

The Arlington street plan was first submitted to Chairman Conry for consideration by a Back Bay man of the Boston Common Society, said that his society would not object. But Mr. Conry is also a member of the traffic commission, and will oppose the project if it ever comes before that board, he asserted.

Under the plan, there would be a narrow lane between the parking area and the Garden fence, so that motorists could drive out from the parking space through the lane instead of backing out into the Arlington street traffic.

Of the revived Park street proposal, the Rev. Dr. H. W. H. Hinton said:

SEES NO BENEFIT

The embankment on the Common is not particularly ornamental or beautiful, and the trees on it are very old. The substitution of a good wall for the old embankment would not require the removal of the benches along the walk. I do not see, however, how the widening of Park street could accomplish much to relieve congestion on Beacon street, where the real trouble lies. During my walks from my hotel I have been pleased...
AND now it is proposed that the important Police Department of Boston shall be directed by a Commission of three members—one to be chosen by the Governor, one by the Mayor and the third, if they fail to agree, by the Chief Justice of the Supreme Court.

Why not drag in the Fence Viewer and the Harbor Master and let them have a hand in this selection!

The proposal has merit only to the extent that it recognizes that the condition in Boston is indefensible under Commissioner Wilson and must be changed.

There is no democratic reason whatsoever why the Governor or the Chief Justice of the Supreme Court should have any authority in the choice of a director of Boston’s police force.

The suggestion is entirely at variance with the seasoned convictions of eminent students, such as Lord Bryce, for example, who decided after an examination of Massachusetts’ governmental structure that the best government is attained in units closest to the source of all authority—the public.

That the Supreme Court would be pulled into a political muddle would be certainly viewed with alarm by those who have respect for the theory of independence of the three branches of government as well as by those who profess to see in the Court a sanctity which should not be dimmed by politics.

The Police Department of Boston should be administered by a single Commissioner. Mr. Wilson is the only one who has confessed that the job is too big for one man. He should make way for a man for whom the job is not too big.

The Boston Evening American is not ready to admit that nowhere in Boston is there a man big enough to take charge of the police department, and run it as it should be done. Such an admission would not only be untrue, but it would be an uncalled for reflection on the manpower of Boston.

There are a dozen men in the city capable of reorganizing the police department and maintaining a high standard of honesty and efficiency.

The department should be run by one man, not by a convention.

And the Commissioner should be appointed by the Mayor of Boston. Otherwise, there is not home rule.
Conry on the Job
Believes Motorists Are Well-Meaning

Hon. Joseph A. Conry has begun his task as Traffic Commissioner of the City of Boston with an understandable and intelligent discussion of the problem which could have been expected from him.

He estimates that ninety-five per cent of the motorists are sincere, well-meaning persons, who would not willingly jeopardize life and are eager to comply with sensible rules and regulations.

The other five per cent, who expose life and property to danger, are the willful ones who will have to be handled with summary firmness.

Mr. Conry's job is no mean one in a metropolis of narrow streets into which the traffic of New England pours in a constant stream.

Mr. Conry is an exemplar of the spirit of home rule for which Mayor Curley and the people of Boston have been striving. He is the first city official of prominence to be selected by the Mayor without resort to the approving hand of a State Commission which is not responsible to the people of Boston and whose interest in and knowledge of Boston is only cursory.

His long record in the public service and his character contain ample indication that he will meet the test.

CITY SEEKS TO BUY 200-AUTO GARAGE
Beneficial in Many Ways,
Mayor Curley Thinks

Public Works Commissioner Joseph A. Rourke has been instructed by Mayor Curley to advertise in the daily newspapers for a suitable garage capable of caring for 200 trucks and automobiles belonging to the city of Boston. At present, rent is being paid for them in 60 different garages.

It is the Mayor's idea that if a suitable location at a suitable price can be secured it would be beneficial in many ways for the city to own and operate its own garage, thereby having the automotive equipment under one roof; and cars now standing around City Hall all day, and used but a couple of times a day, could be kept off the streets.

According to the Mayor, this is a good time from a financial standpoint, to purchase a good garage. At present the city garage on Albany at is not capable of accommodating half of the city equipment. At the Water Department garage 24 cars were usually kept, but during the last administration the 24 were ordered out to garages for paid storage. The cars under the Curley administration have been sent back to the Water Department garage.
Mayor Curley rules at City Hall, and everyone knows it. That is one reason why the familiar old building on School street is by no means an indispensable scenic backdrop to set off his prestige and official authority. When it comes to reviewing parades, his honor says, he certainly does not insist on overlooking them from the hall. He will review them from a stand located at whatever point will best serve the public convenience. The mayor's decision seems to us surely commendable. In a year which will be marked by an unusual number of important parades, as the Tercentenary season advances, Mr. Curley has removed the chief ceremonial obstacle which otherwise might have blocked the choice of a rational route for the processions of 1936.

 Naturally one feels a certain reluctance to admit the point, but when facing the matter straightforwardly, who can fail to acknowledge that the layout of Boston's downtown streets is thoroughly unsuited to use by long parades? The moment a procession enters the narrow downtown ways, it is certain to work a maximum of havoc to the normal movement of traffic. Everything except the procession must come to a standstill in the whole area, because it passes the ingenuity of any man to devise alternative routings for ordinary traffic along the criss-cross of streets between Tremont and Washington which would satisfactorily meet the emergency. Meanwhile, the paraders themselves, huddled in a minimum of formation and forced to make many short-radius turns, gain only a maximum of favor to the normal movement of traffic. Everything except the procession must come to a standstill in the whole area, because it passes the ingenuity of any man to devise alternative routings for ordinary traffic along the criss-cross of streets between Tremont and Washington which would satisfactorily meet the emergency.

 The street commissioners hold a hearing tomorrow to consider routes which will give ample opportunity to the public to see the Tercentenary and American Legion parades without through either the parade themselves or the whole downtown district out of gear, and with Mayor Curley's leadership to guide them, the street board should have little trouble in reaching a sane decision.

**Curley Names His Music Committee**

A committee to plan the annual band concert program given by the city was today named by Mayor Curley as follows:


**200-CAR GARAGE SOUGHT BY CITY**

The city is the market for a 200-car garage, in which Mayor Curley not only plans to store municipally owned trucks and pleasure cars which are now kept in private garages, but to inaugurate what might be called a municipal department tax service which will make possible a substantial reduction in the number of cars available to department heads and other officials.

Public Works Commissioner Rourke was instructed today to advertise for a garage, and the mayor is confident that enough buildings will be offered the city at attractive prices so that it will be unnecessary to erect a new structure.

The public works department is paying rent for the storage of trucks in 20 privately owned garages and for the keeping of more than 100 other motor vehicles in more than 40 garages.

The Albany street garage is not of sufficient size to house one-half of the vehicles which should be kept there.

"I am seriously considering," Mayor Curley adds, "a call system by which automobiles can be summoned from a municipal garage whenever department heads or other officials have need of motor vehicles. Under existing conditions, cars assigned to departments are used more than twice a day. The rest of the time they stand idle in the streets. It seems to me that we can do a much more economical job if we can materially cut down the number of cars which are now maintained."

The mayor admitted that he is encountering vigorous objection from officials who now have cars assigned to them in private garages and who have been ordered to house them in the water department garage on Albany Avenue. During the Nichols administration 24 cars which were kept in this garage were transferred to private garages.

**Saving of Time and Money Expected by Mayor in Move**

The latest proposal for the use of certain land on the Public Garden and the Common for parking or traffic movement has met with Mayor Curley's disfavor. Traffic Commissioner Joseph A. Conry announced that it is not his idea to invade these popular precincts, but that of a citizen who would remove the sidewalk and set the fence back four feet on Arlington street and remove the embankment on the Park street side of the Common and thus widen Park street eight feet.

Park Commissioner William P. Long, who has charge of both Common and the Public Gardner, is distinctly against any such proposal and says he would not consider it except on direction from the mayor. Arlington street residents are strongly opposed to any taking of the Public Garden, but Rev. E. A. Horton, president of the Boston Common Society, stated that the society would not oppose the Park street plan if the space is needed for the actual movement of traffic.

"We do not intend that the land shall be built for parking," he adds.

Both propositions have been advanced several times before, particularly that for the removal of the Park street embankment.

**REVIVE COPELY SQ. PLAN FOR STATUE**

The advisability of erecting a statue to Paul Revere in Copley square, which will revive a project originally considered during the administration of Mayor Hugh O'Brien in 1884, will be given serious thought by Mayor Curley.

Cyrus E. Dallin has been working 46 years to have some action taken toward erecting the statue for which he submitted a design which was judged the most acceptable of a large number.

There has been agitation, which has met with characteristic disfavor, there has been agitation, which has met with characteristic disfavor, there has been agitation, which has met with characteristic disfavor, there has been agitation, which has met with characteristic disfavor, there has been agitation, which has met with characteristic disfavor, there has been agitation, which has met with characteristic disfavor, there has been agitation, which has met with characteristic disfavor, there has been agitation, which has met with characteristic disfavor, there has been agitation, which has met with characteristic disfavor. That $320 in cash be presented to the "gold star" mothers who will be unable to accept the government's offer to visit the graves of their hero sons in France, was urged yesterday by the Boston City Council adopting a resolution, memorializing Congress to enact the necessary legislation.

The proposal was presented by City Councilor Clement A. Norton of Hyde Park, who protested that many mothers with children who should not be penalized for their inability to take the transatlantic trip. He insisted that if it is only in this country that the government to give the money. In each to those mothers who will not be able to go.

**WILL INVITE MAYOR WALKER TO BOSTON**

For the purpose of inviting Mayor James J. Walker of New York city to come here as the chief orator at the "night before" banquet to be held at the Charlestown Armory in connection with the Booker Hill Centenary celebration, City Councilor Thomas H. Green of Charlestown, left here last night for New York.

The former president of the City Council is planning to make the Charlestown celebration this year the best on record, as Mayor Curley has ordered that special features be provided to mark the event in connection with the tercentenary celebration.

**PROTEST COMMON AND PUBLIC GARDEN PLAN**

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MARATHON DANCE SOON TO STIR HUB

It's All Settled, With Official Sanction—
On April 21

The early spring silly season, which is apparently just one of those things that can't be helped any more, will be nationally inaugurated in this city next Monday, when some 30 or more couples of youthful dancers begin to hop all over the Boston Arena, beginning the first non-stop Dance Derby that the Hub has ever seen.

OFFICIALLY APPROVED

This highly hilarious fact came to light yesterday, with simultaneous revelations that Madison Square Garden, where the strange practice had originated two or three years ago, was unable to get the necessary permit to entitle him to see the greatest endurance dance marathon. But the fact that young men and women not otherwise occupied at the time will begin dancing, beginning Monday afternoon, at 1 o'clock, and won't stop, day or night, till midnight of the following Saturday, is apparently just one of those things that can't be helped any more, will be nationally inaugurated in this city next Monday, when some 30 or more couples of youthful dancers begin to hop all over the Boston Arena, beginning the first non-stop Dance Derby that the Hub has ever seen.

Incidentally, the dance marathon is to happen in the midst of other events. One of these is to be a beauty contest limited to fair-haired ladies and none other, to select the prettiest blonde in New England, also mark you, there is to be a contest for male bathing beauties, to select "Mr. America, 1930."

LIPTON'S YACHT IN RIVER BASIN

Display by 150 Planes at Airport, May 24

Accepting the invitation to participate in the tercentenary celebration here this year Sir Thomas Lipton offered to sail his fishing yacht into the Charles River basin for an exhibition, and in addition he promised to donate prize trophies for a yachting regatta and a proposed fisherman's race from Gloucester to Boston.

The acceptance of the noted Irish yachtsman to assist the Boston committee in the 300th anniversary birthday celebration was revealed in a letter to his old friend, former Mayor John F. Fitzgerald, who is directing the tercentenary celebration on appointment by Mayor Curley.

Chairman Fitzgerald also announced last night that arrangements had been completed for an aerial display here on May 24, which has been tentatively selected for a demonstration at the airport. He declared that aviation officials at Washington had agreed to send 150 airplanes here, including the crack pursuit squadron from Selfridge Field, Detroit.

At a meeting of the committee last night it was decided to appoint a special committee of officials representing the electric and gas lighting companies to provide a lighting display on the Charles River throughout the celebration from June 11 until the American Legion convention.

CUT RENTS FOR MARKET MEN

City Reduces Rates 35 Per Cent in Central Markets

Rental reductions of 35 per cent will be granted to the 82 market men who lease stalls at the Fanueil Hall and Quincy Markets, under an order approved yesterday by the City Council, on recommendation of Councillor Joseph McGrath of Dorchester.

Finance Commission experts urged a reduction of 50 per cent for the next 10 years, but the Council voted a reduction of 35 per cent for the next five years, effective April 21.
KILLS BILL FOR LOCAL PRIMARIES

House Against Prelim Tests in Mayoral Contests

On a roll-call vote of 80 to 113, the bill providing for primary elections for mayor and city councilors in Boston was yesterday afternoon rejected in the Massachusetts House of Representatives, after having been previously turned down on a rising vote of 55 to 82.

TO ASK RECONSIDERATION

Following the vote Representative James J. Twohig of South Boston gave notice that he would ask reconsideration today of action taken yesterday.

Representative Martin Hays of Brighton was the first of a long list of speakers who debated on the subject. He called on the members of his party (Republican) to kill the bill. The measure was characterized as an "extraordinary" one by Representative Elliot Wadsworth of the Back Bay, who said there was no need for it. Other Republican members, advocated rejection. They were unanimous in the opinion that its passage would prevent success for a Republican in any future municipal election and that healthy opposition of candidates for mayor and the city council in the city of Boston, yesterday rejected the measure by a roll-call vote of 113 to 80.

TUNNEL OF 3 LANES IS DEMANDED

City Council Insists on Wide Tube to East Boston

Demands for a three-lane tunnel in the construction of the proposed $18,000,000 East Boston traffic tube were made yesterday by the City Council in an order transmitted to the Boston Transit Commission, which is now drawing up the plans.

ORDER BY DONOVAN

The order was introduced by Councilor Timothy F. Donovan of East Boston, who insisted that with $18,000,000 the tunnel engineers should be able to build a tube 22 feet and 10 inches wide, sufficient for three cars abreast.

Supporting the Donovan order, Councilor Robert Gardner Wilson, Jr., of Dorchester warned that the tube would be needed to accommodate the traffic shortly after the first opened.

Birmingham Opposes Motion

Following further debate, when Representative Duffie of Boston moved the previous question, Representative Leo Birmingham of Brighton, House minority party floor leader, opposed the motion. Birmingham, at this point, declared that some of the opponents of the measure "are very friendly with Mr. Innes, the gentleman who four years ago really killed the Democratic party to say who shall be Mayor.

Disagreeing that a Republican Mayor could not be elected Mayor under this bill, Representative Twohig, Democrat, recalled that 29 Massachusetts cities have some form of primary contests and that the procedure is similar in 16 other cities. Representative Johnson of Boston maintained that the purpose of the bill is to prevent a Republican from being elected Mayor or Councilor. He also referred to the increased cost of the proposed system would mean.

MRS. ALVAN T. FULLER SELECTED BY MAYOR

Mrs. Alvan T. Fuller, wife of the former Governor, and other prominent leaders in music circles of this city, were named yesterday by Mayor Curley to serve on the advisory committee, which will supervise the Tercentenary band concerts which will be given this year at the parks throughout the city.
City Council Asks Congress To Revise Disability Pay

Bush, Himself War Sufferer, Leads the Attack

On "Shocking Conditions Exposed"

In Papers

The city council memorialized Congress yesterday to "remedy the shocking conditions" which have been exposed by the publication of the disability compensation being paid to officers of the army and navy.

Councilman Herman L. Bush of Roxbury, who lost a leg, an eye and a part of a hand in the war, made a sensational attack upon officers who are drawing compensation of $281.25 per month for disability which is not so serious that it is apparent," and at the same time holding federal and state positions to which salaries of from $4000 to $8000 are attached, while veterans who are really disabled cannot obtain comparable positions.

Bush made no claim in his own behalf, but contrasted the injustice which has been imposed with the generosity of the government in paying men who are totally disabled and unable to engage in any occupation a pitance in comparison with "the princely monthly awards which certain officers are drawing as on the salary rolls of the federal and state governments."

Bush hit hard at Maj.-Gen. Alfred Foote, commissioner of public safety, whom he charged with having been rated as having 40 per cent. disability that this could not be accepted to fair accept this monthly remittance while drawing his veterans' bureau salary of $5600, particularit as there is such widespread unemployment.

His reply was that an emergency officer or navy who receives a rating under the world war veterans' act, or in the regular procedure of the federal and state governments, receives far more than 30 per cent. permanent disability, is entitled to 75 per cent. of the base pay of the grade or rank, and devotes his life to exploration.

Quoting a law, Bush hit the accepted argument that it is unfair for them to receive retirement pay as emergency officers, based on 30 per cent. or more permanent disability while they are occupying lucrative positions, real or imagined, and this does not show that it is unfair for them to receive compensation.

There are veterans who had too much pride to ask for compensation for what at the time was a minor disability but who now have passed these have developed into major disabilities, but the men have been forced to crawl on their knees to beg for a chance to receive compensation and they have been and are being rejected by these very officers whose huge compensatory allowances have been reversed. They demand affidavit and unquestionable proof.

Councilman Curtis expressed the opinion that the city council was indulging in a fever in no way concerned the body but Bush retorted that Boston has real interest because it costs $400.000 a year for soldiers' salaries and because these men "have been denied the consideration from the government which was their due, they are receiving far more than the worst disabled veteran.

DEFEND THEIR ACTION

Officers Drawing Retirement Pay

Quote the Law

National guard officers and other emergency officers who served in the national guard during the world war and have been retired, receive $6000 a year, an amount which was raised upon three-quarters of the pay of his last active rank, and devotes his life to exploration.

They feel quite confident that should Byrd's writings, lectures and other literary results of his polar quest not him a huge sum which they are unanimous in hoping that they will, nobody would raise a question and say that he was doing anything unfair in drawing pay as a retired navy officer.

L.-Col. William B. Blake, regional manager for New England of the veterans' bureau, against whom criticisms have been launched because attention recently was called in Congress to the fact that he receives $218 a month as retirement pay, was asked yesterday if he was doing anything unfair in drawing pay as a retired navy officer.

Boston's own Rear Admiral Richard E. Byrd, it was pointed out by a number of emergency officers who are now in public employ, is one of the regular service men who has been retired, quite early in life, upon three-quarters of the pay of his last active rank, and devotes his life to exploration.
NAVY FLIERS KEPT FROM AIRPORT HERE

ON ARLINGTON STREET

The proposal made to Traffic Commissioner Conry that the fence on the Arlington street side of the Public Garden be set back and the sidewalk removed to provide more parking space for automobiles is perfectly reasonable and desirable from one point of view. Boston unquestionably needs more room for automobiles and the Arlington street plan would provide space for ninety additional cars. But, nearly 200,000 private automobiles now enter the downtown district daily and the drivers of most of them want a place to park. Obviously ninety more stalls would be a mere drop in the bucket and the effect on the whole traffic situation would be imperceptible.

NAVY FLIERS KEPT FROM AIRPORT HERE

Complain to City Council—Relief Sought from Long

Complaint to William G. Lynch, president of the city council, that naval aviators and naval reserve aviators from the air station at Squantum have not only been denied the use of the municipal airport at East Boston, but have been brusquely ordered to "get out," led him yesterday to have the council ask Park Commissioner Long for the facts.

Naval reserve aviators and student fliers, whose training is about 90 per cent. on land and 10 per cent. on water, have declared that Capt. Edson, superintendent of the airport, has not only given them little or no consideration, but has led them to assume that the naval aviators are not wanted at East Boston.

"If that is so," said President Lynch, "it certainly is the duty of the city council to not only learn the reason for the exclusion of naval aviators, but to make certain that they are accorded as much consideration as they are entitled to receive. As I understand it, they are sent to East Boston for training and it seems to me that the least the city can do is to cooperate with the navy department in providing adequate opportunity for the training of naval aviators."

Capt. Edson did not deny last night that he has asked naval aviators to leave the airport, but he claimed that he did so on one day and that he believed that he was justified in doing so.

"I have asked the Squantum station to inform "oe when student aviators are coming to the airport to practice landings," said Capt. Edson, "and if I am satisfied that there is opportunity for them to do so, I surely will not make any objection.

"The reason that I desire such advance information is that there are so many planes in the air some days that I find it necessary to call some of them down. We have a half-dozen or so companies who lease space here and I feel that they are entitled to consideration. I have no antagonism toward navy aviators, but I feel that I should be the first to allow them the privilege of using the airport."

FOUR LITTLE INJURIES

AFFAIR CALLED ‘TERIBLE FLOP’

Resignation of Lawler Expected as Another Aftermath

By JAMES GOGGIN

A shortage of about $1800 in the accounts of the Democratic mayors' banquet, which attracted a gathering of about 1700 to the Hotel Statler on March 31, was handled in a slipshod, haphazard manner and that at least one of the promoters did not overlook the opportunity to obtain generous contributions from prospective candidates for party nominations.

SHORTAGE OF $1800

Returns from the sale of tickets have revealed a shortage of about $1200, and the check of collections for advertising in the souvenir publication is reported to have revealed another shortage in excess of $500.

Party leaders who have been asked for advice have vigorously opposed the idea of criminal prosecution, but offers of voluntary contributions to meet the troublesome deficit have not been made.

It was revealed yesterday how several potential candidates for nominations were victimized. They were supposed to be recognized, without cost, as candidates. The reproduction of their photographs in the souvenir was intended to be gratuitous, but in at least four cases, one of the promoters collected $50 as the price of the advertising.

"I signed a check for $100," said one of the candidates last night, "because I was told that the proceeds of the affair failed to find their associate, whose dereliction has been the subject of intensive secret parleys among party leaders.

"TERRIBLE FLOP"

The mayors' night gathering, held ostensibly to stimulate interest in the listing of Democratic voters in Boston, has been characterized by local leaders as a "terrible flop" which reflected adversely on its sponsors. They succeeded in attracting a large number of Democrats, many of them women, but they failed to obtain speakers who could inspire optimism about the November election in the party workers.

One aftermath will be the resignation of Henry E. Lawler, chairman of the Democratic city committee, who was conspicuous in the planning of the affair and who presided at the after-dinner speaking. It has been suggested to Lawler that Capt. Edson, superintendent of the airport, has not only given them little or no consideration, but has led them to assume that the naval aviators are not wanted at East Boston.

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SHOULDER INJURIES

ARREST LOOMS IN DEMOCRATIC FUND SHORTAGE

$1800 Collected at Mayors' Banquet and Leader Are Missing

By JAMES GOGGIN

A shortage of about $1800 in the accounts of the Democratic mayors' banquet, which attracted a gathering of about 1700 to the Hotel Statler on March 31, promises to result in the arrest of a widely-known Democratic leader unless the money, collected from the sale of tickets and advertising, is forthcoming before tonight.

The probability of criminal prosecution became serious yesterday, when desperate efforts of promoters of the affair failed to find their associate, whose dereliction has been the subject of intensive secret parleys among party leaders.

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SHOULDER INJURIES
Gov. Allen and Mayor Curley
Opening Battery as Sox and Senators Start 1930 Season

By BURT WHITMAN

The strongest, most promising club the Red Sox have had in almost a decade opens Boston's big league season against the Washington Senators at Fenway park this afternoon. The "play ball" command comes at 3 o'clock, and before that Gov. Frank Allen and Mayor James M. Curley will take the leading roles in the ancient, but always colorful drama of throwing in and catching the "first ball."

President Herbert Hoover tossed in the first ball in Washington yesterday. His control of the agate was no better than his control of some of the insurgent senators.

RED SOX HOPE FOR BEST FROM MASCOTS

Yet the Red Sox do not hold this.against the baseball generation for everything that precedes a victory, they were only sorry that the President could not come over to Boston on the Federal express with them and start the game today under the same happy auspices. They hope for the best, however, from his excellency and his honor, both of whom claim high rank as mascots.

Victory yesterday for the Sox in the special opening in Washington put them up at the top of American league standing with the Senators at the bottom. That game was baseball's single big league game of the day. It was staged to give the sport the added dignity which comes when the chief executive of the United States takes an active hand in the program.

Today the National and the American leagues swing into action in eight cities. Our Broilers play the Giants at the Polo Grounds. The Phillies play at Brooklyn and the world champion Athletics entertain the haughty New York Yankees in Philadelphia.

THREE-LANE TUNNEL
DEMAND OF COUNCIL

Donovan's Order Is Filed With Transit Engineers

Councillor Wilson Attacks Two-Lane Plan as "Whittled Down"

Councillor Timothy F. Donovan of East Boston yesterday introduced an order in the City Council demanding a three-lane traffic tunnel to East Boston. The measure demands that the tunnel engineers build the three-way tunnel at $10,000,000 and that it be built 22 feet 10 inches wide for traffic.

The order was transmitted to the Boston Transit Commission, which is now drawing up the plans.

Councilor Robert Gardiner Wilson Jr of Dorchester supported the order, saying that the people of Boston wanted and demanded 22 feet 10 inches of roadway and not a "whittled-down tunnel."

Wilson Declares 'Whittled Down Tunnel' Will Not Satisfy People

HITS PLAN TO PLEASE REAL ESTATE CLIQUE

The city council called on the transit department yesterday to build an East Boston tunnel, which will conform to the statements officially made to the council last June that the traffic roadway will be at least 22 feet and 10 inches in width.

In a demand of the exigency be taken of an order presented by Councilman Timothy F. Donovan of East Boston, which insists that three traffic lanes shall be provided in the tunnel. Councilman Wilson of Dorchester served notice on the mayor and the transit department that the people want and demand an adequate tunnel and not a "whittled down tube" which will satisfy one clique of real estate operators and pave the way for satisfying another clique in the immediate future.

"NO LABOR ACTIVITY"

Wilson declared that the time has come to forget the "unemployment argument" which is emphasized in every street improvement, in the repairing of broken sidewalks, the erection of new buildings at the City Hospital, and which was used last June when the transit department presented to the council a bill in order to provide relief for unemployed.

"There's been no labor activity since then," said Wilson, "except a little in the office of the registrar of deeds." He continued that definite representations were made to the council about the width and cost of the tunnel and that the impression was purposely created that the estimated cost of $16,000,000 would be entirely ample to finance the project.

He quoted Col. Thomas F. Sullivan of the transit department as the author of the statement that the tunnel would be 32 feet wide, $100 feet long and that the actual cost of the tube would be $10,000,000. Henry I Harriman quoted the cost at $6,000,000 for a tunnel at least 25 feet wide and said that the $16,000,000 would be entirely ample to finance the project.

"It will take $955,000 in tolls," said Wilson, "to carry the tunnel costs. That means 3,000,000 vehicles at 30 cents or 4,000,000 at 25 cents. It will be necessary to collect tolls from 333,-000 vehicles a month or 11,000 a day."
Disability compensation being paid to officers of the Army and Navy was severely criticized in City Council yesterday and the Council memorialized Congress to "remedy the shocking conditions," so termed by the City Council.

Officers who are drawing compensation of $281.25 a month for disability, yet that same "disability" does not prevent them holding down State and Federal jobs paying salaries ranging from $4000 to $6000 a year, were the target of Councilor Herman L. Bush of Roxbury. The World War veteran lost a leg, an eye and part of a hand. He contrasted the "pitiance," as he termed it, paid to men wholly disabled and unable to engage in occupation and the sums paid monthly to officers holding well-paying State and Federal positions. He charged there was capitalization of minor disabilities.

Councilor Bush said: "I have no quarrel with anyone drawing compensation for actual disability, but I wish to contrast the treatment certain officers have received with the disability allowances which have been granted to the men who fought and suffered in the trenches in France."

Stipulation of Pay

"The man who lost a leg above the knee was classified as a 60 percent disabled veteran entitled to 60 percent of $30 a month, while the World War veteran lost a leg, an eye and part of a hand. The leg was amputated below the knee. He was but 40 percent disabled and entitled to 40 percent compensation. The Sweet bill, however, made the base pay $100 per month, but to be totally disabled regulated the stipulations and injuries which surely did totally disable a man."

Counselor Bush said the maximum compensation allowed for total disability for a man who is absolutely helpless and whose earnings as an attendant is $3500 per month, yet we find State and Federal officials who are without impairment in the loss of any of their members who are not only drawing $281.25 for disability but salaries which reach as high as $6000 a year. That is just the type of thing that I do not call it so.

"There are many others, men who actually served and suffered in the trenches, who are disfigured and disabled members, who are receiving a maximum of 60 percent a month with no allowance for dependents. The original purpose of the compensatory law was not a gratuity but to supplement the earnings of disabled men."

"The disclosures, I believe, will arouse the country and the people will demand why men with no apparent disability are receiving far more than the worst disabled veterans.

CHARGE SOLDIER INSURANCE UNFAIR

City Council Hears Attack on Compensation Policy

Bush Says Undeserving Officers Draw Excessive Pay

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Too Proud to Ask

"Many veterans with minor injuries were too proud to ask for compensation, but the years developed these minor into major injuries and they have been forced to crumble and beg for compensation. Not only that, but they have been and still are being rejected by the very officers who themselves are drawing huge compensation. Affidavits and unquestionable proof they must show, they are told."

Councilor Curtis thought the City Council was becoming involved in a matter not pertinent to the body, but Councilor Bush declared the subject was of real interest to Boston in view of the fact that it cost the city $400,000 annually for soldiers' relief and that the men on pension, denied proper consideration by the Federal Government, have been forced to ask the city to aid them.

MARKET STALLS BRING REDUCED RENTALS

Faneuil Hall and Quincy Market, from a business standpoint among marketmen, are not as attractive as formerly, and lessees of stalls had asked for a reduction of 50 percent in rentals if not to be taken by the present incumbents.

Yesterday the City Council had before it the question of reduction of stall rentals. The Finance Commission had informally approved a suggestion that there should be some reduction and Mayor Curley left the final determination to the Council. The Council after a short debate cut the rentals 35 percent.

The special committee, of which Councilor Curtis, Gardner Wilson Jr. is chairman, has acted in the matter of appointments for constables and in line with sentiments of municipal judges that there are too many constables and too little qualifications, a new procedure is planned.

Hereafter, according to the Council, applicants for appointments will be obliged to face a questionnaire and answer 25 questions which it is expected will aid the City Council in judging the qualification of the applicants.

CURLEY PICKS ADVISORY COMMITTEE ON MUSIC

Mayor Curley yesterday named the advisory committee on music for the Park Department of Boston and requested they canvass the municipality through acceptance.

The sum of $11,000 has been appropriated by the Park Department for Summer concerts in parks, starting about July 1 and continuing until about the first week in September.

A formal organization meeting of the committee will be held the latter part of this month at the office of the Park Department.

The committee is as follows: Courtland Guild, ex-president Handel and Haydn Society, 26 Mt Vernon st; Mrs Alvan T. Fuller, 150 Beacon st; Mrs George W. Stewart, Boston Festival Orchestra, 50 Boylston st; Mrs Alvan T. Fuller, 150 Beacon st; Mrs Mary Goodrich, New England Conservatory of Music, 266 Huntington av.

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COUNCIL DEMANDS REPORT ON AIRPORT

Hears Complaint Made by Student Flyers

Maintains City Should Offer Every Facility Possible

Prest William G. Lynch told his City Council members yesterday that 128 Naval reserve and student flyers assigned to the Squantum air station had complained that Capt Edson, superintendent of the East Boston airport, had denied them the use of the airport and also had briskly ordered them off. He introduced an order passed by the Council calling upon the airport officials to report the facts regarding the administration of the field.

With few exceptions, Prest Lynch said that the Naval reserve flyers were citizens of Boston and taxpayers and that the city should offer them every facility in their training. Ninety percent of their instruction, he said, was in landing on field and but 10 percent on water, though Naval pilots.

Boston, he said, should do as other cities and cooperate with the Federal authorities in the training of the reserve flyers.

Capt Edson said that on one occasion for safety sake he requested Naval aviators to leave the airport, and that he had asked the officers at the Squantum station to confer with him when it was planned to have their reserve men practice landings at East Boston.

"When I am satisfied there is opportunity," said Capt Edson, "there will be no objection."

Capt Edson said there was no antagonism towards Naval student flyers. He said that sometimes there are so many men in the air that it is necessary to order down some pilots. He also said that he had decided on more companies lease space at the airport and he felt that they are entitled to consideration.

UNION OPPOSES TRANSFER OF CITY HEATING PLANT

It was voted at a special meeting of the executive board of the Boston Central Labor Union last night to send a committee to Mayor Curley to give him the reasons why organized labor is opposed to the transfer of the power and heating plant at City Hall to a private power company.

While it is understood that the change will not mean the loss of position to any individual members of unions affected say the municipality should control its own departments of this kind.
Mayor Writes Washington as U. S. Line Agrees to Have the Boats Call Here

Mayor Curley today plainly put up to Secretary of War Patrick J. Hurley the decision to allow New England gold star mothers to sail from Boston on their visits to the graves of their boys in France.

The mayor took this action on receipt of a letter from J. E. Andrews assistant to Executive Vice President Sheedy of the United States Lines in which Andrews said that it was the company's policy to hire its ships call at Boston for the mothers.

"I beg to enclose a copy of a letter from the assistant to the executive vice-president of the United States Lines, Inc.," he wrote. "A perusal of this letter convinces me that, provided the War Department is agreeable, arrangements can be made to have the New England gold star mothers sail from the port of Boston.

"In view of the fact that the War Department has experienced no great difficulty in providing separate ships for the colored mothers of Americans whose sons were sacrificed in the war, it should not appear either difficult or impossible to provide separate ships for the New England mothers to sail from the port of Boston.

"Trusting this matter will be adjusted, in view of the position taken by the United States Lines and awaiting an early reply, I remain,

"JAMES M. CURLEY, Mayor."

The letter from Andrews indicated that the United States Lines had not changed its original position of sending a ship here to provide for the New England mothers. The drawback to the plan was the fact that plans had been made to send groups to be interred in particular cemeteries on certain boats and enough of a group to warrant the calling of a boat here could not be gathered for the visit of one particular cemetery.

U. S. Line Agrees to Have the Boats Call Here

To Dr Fennessy

Funeral Services Held at St Peter's, Dorchester

St Peter's Church, Meeting House Hill, Dorchester, was filled to capacity, many standing in the vestibule, and on the steps leading into the church this morning at the funeral services for Dr John F. Fennessy. Preceded by the escort comprising 100 uniformed nurses, from St Margaret's and the Carney Hospitals, and the honorary pallbearers, the cortège proceeded from the house on Adams st to the church.

A solemn requiem high mass was celebrated at 10 o'clock by Rev Mgr Richard J. Havelin, assisted by Rev Michael J. Derby, deacon; Rev John Coughlin, subdeacon, and Rev John York, master of ceremonies. Seated outside the church were Rev F. P. Doyle, St Francis de Sales, Roxbury; Rev Peter F. Foley, St Philip's, Boston; Rev E. P. Tivnan, S. J., of Weston College; Rev M. J. Owens of Quincy, Rev Henry Lyon, St Catherine's, Charlestown; Rev J. J. O'Donnell, St Ann's, Dorchester; Rev Dr Joseph V. Tracy, St Columbkill's, Brighton; Rev F. J. Holohan of Wakefield, Rev Francis J. Kenney of South Boston, Rev P. J. Lyons of Holborn, Rev E. J. Fagan and Rev R. E. Manning of Rockland, Rev J. R. O'Connor of Framingham, Rev J. B. Moore of the Wakefield, Rev F. Alldin of Everett, Rev C. P. Macon, Dorchester; Rev Philip J. O'Donnell, pastor of St James', Boston; Rev A. A. Jacobh of Somerville, Rev J. Walter Lambert, South Boston; Rev William E. Tierney, South Boston; Charles Johnson of Cambridge; Rev Augustine F. Hickey, Rev Patrick J. Scannell, Neponset; Rev Edward Kenney; Framingham; Rev John J. Churchward, Wakefield; Rev Michael J. Danahy of West Newton, Rev Timothy A. Sheehan of Bethany, Rev Coughlin, Framingham, and many nuns of the various orders of this diocese.

The music was by the quartet under direction of Mrs Joseph E. Galvin, church organist, with Mrs Mary Leavy, soprano; Mrs Celia Fitzgerald, contralto; Joseph Ecker, baritone, and Augustine McAliffe, bass. Whelan's requiem mass was sung. At the end of the mass Mr Ecker sang "Requiem" by Gounod.

There were many dignitaries present, including Mayor James M. Curley, Gen Edward L. Logan, Dist Atty William J. Foley, Ex-Senator Henry S. Fitzgerald, Col. William F. Sullivan, chairman, and Edward F. Condon, secretary of the Transit Commission. There was a profusion of floral tributes.

Curley Favors Governor's Grain Elevator Proposal

Governor Allen's proposal for the erection of a grain elevator in South Boston, in connection with port development was favored by Mayor Curley of Boston this morning at a hearing given by the Senate Ways and Means Committee. The hearing came upon the question of an investigation of the advisability of building such an elevator. Mayor Curley pointed out that Boston exported about 18,000,000 bushels of grain twenty-five years ago and that this business has shrank to 3,000,000 bushels last year.

Grain is necessary as bottom cargo for transatlantic steamers. For lack of grain the steamers coming to Boston have been compelled to take salt water or rock for ballast, and some have ceased to come to Boston. The port is now only a call port instead of a full cargo port.

The mayor said that with the completion of the Welland Canal the port development at Oswego and Ogdensburg, more grain can be attracted to Boston, but there must be elevator facilities here to handle it. He has had a conference with President Pelley of the New York, New Haven & Hartford Railroad about leasing the elevator to that road, if one is built, and he believes that such a lease can be arranged, as it would be connected directly with the New Haven line.

Members of the committee asked if it should be a State project, or whether the city of Boston should build the elevator, and the mayor replied that it is the policy in other States for the State to build such terminal facilities, and in the case of Boston the State owns and controls the land on which the elevator would be built; the city cannot tax it, but after there is such a terminal development the city of Boston will have to build connecting street, which would cost the city not less than $1,000,000.

The measure was advocated also by Frank S. Davis, manager of the Maritime Association of the Boston Chamber of Commerce. Mr. Davis explained the present developments at Oswego and Ogdensburg, and the possibilities for obtaining train loads of grain for Boston over a New England-owned railroad as soon as there is a modern elevator here to handle it. He said that the situation might well be investigated at a cost of not more than $50,000, and it should be done speedily so that action by the Legislature may be had this year.
BOSTON PRIMARIES
REFUSED BY HOUSE

Finance Commission Under
Mayor Also Rejected

Bill for State Board in Barbering
Passed to Engrossment

After an extended debate the Massachusetts House of Representatives yesterday afternoon, by 113 to 59, refused to give a second reading to the bill to provide for nomination by preliminary election of candidates for Mayor and City Council of Boston.

Representative James J. Twichell gave notice that this afternoon he would move reconsideration. Furthermore he would also move reconsideration of the adverse reports of the Committee of Cities Affecting Boston and its elections which the House accepted on the first call of the calendar without debate or division.

Opposition to the preliminary elections bill was opened by Representative Ray E. Wadsworth of Boston, declaring his attitude purely partisan, he said passage of such legislation would mean that no one now in favor of a Republican Mayor or Councilor be elected. He called upon the Republican members of the House to kill the bill.

Permanent Rule, Say Foes

The bill was urged by Representative R. Sullivan of Boston, who pointed out that it contained a referendum to the voters.

Another opponent, Representative H. Wadsworth of Boston, called it "an extraordinary tax on the people of the city," as enjoyed by many other cities.

Representative Twichell said that 29 Massachusetts cities have some form of pre-primary and 16 have a system very similar to that which the bill proposes for Boston.

Against the bill, Representative Johnstone of Boston said: "There is no reason why the people of the city, and that is to make it impossible for a Republican Mayor or Councilor to be elected."

Representative Anderson of Boston, opposing the measure, said it should be called "a trick to establish permanently the Democratic party in the city of Boston."

Adverse Reports Accepted

The bill was favored by Representatives Birmingham of Brighton, Connolly of Boston, Creed of Boston, Flinn of Boston and Jones of Peabody.

Representative Fox expressed the belief that the bill should be defeated.

The adverse committee report was accepted today by the House, which Representative Twichell will seek to have reconsidered today, as follows:

Providing for nominations by preliminary election of candidates for Mayor and City Council of Boston: for party nominations and elections for Mayor and City Council of Boston; for restoration of political party designations in Boston municipal elections, and providing for the appointment of members of the Boston Finance Commission by the Mayor instead of the Governor.

The bill to establish a State Board of registration in barbering was passed to be engrossed without division or debate.

RECEIVES REPORT AGAINST RAISING SCHOOL AGE

At yesterday afternoon's session of the Massachusetts Senate the Committee on Ways and Means reported recommending reference to a next annual session of the bill to raise the compulsory school attendance age from 14 to 15 years.

This is the bill sponsored by the special recess commission which studied the matter last year.

The question of the Ways and Means Committee's report will be debated this afternoon.

The Senate passed the bill authorizing the Overseers of Public Welfare in Boston to retain James S. Kieran as a clerk in the Public Welfare Department.

TRANSCRIPT 4/15/30

City Council Asks for Wider Tunnel

An order introduced in the City Council yesterday by Timothy F. Donovan, of East Boston for an East Boston tunnel of 100 feet wide and 10 inches high, to accommodate two miles of street, received immediate and was transmitted to the Boston Transit Commission, which is at work on the plans.

Mr. Donovan, who called it with $16,000,000, the engineers would be able to make provision for a three-lane tube. Mayor Curley will in part overcome the objections to the differential in that it will give Boston a one-cent advantage over the ports of Baltimore, Philadelphia and New York. No step would be made here to give the city of Boston and the State a whole than the promotion of the port facilities. It will allow the city, with an investment of $1,000,000, to enjoy the benefits of a $75,000,000 investment.

Mayor Curley told of theDecline in commerce. There was no opposition.

"Erection of a grain elevator on the State land in South Boston, near the port of call and restoration of the elevator on harbor front property owned by the State at South Boston.

"If it was for me to say, I would say let's appropriate, let's" he said, "excuse the little in the office of the registrar of deeds." He continued that definite representations were made to the council about the width and that the impression was purposely created that the estimated cost of $16,000,000 would be entirely covered by tolls.

"We have got to get the commerce back to the city of Boston, make it a port rather than a port of call, or we are going to go steadily downward," Mayor Curley declared: "I would say don't investigate, appropriate and let's get started.

"We have got to get commerce back to the city of Boston, make it a port rather than a port of call, or we are going to go steadily down the road." He urged the committee to make a favorable report.

Mr. Davis said his organization was 100 percent in accord with the views expressed by the Mayor. Boston, he said, will not benefit from the opening of the old grade route, unless an elevator is erected.

The Boston Municipal Airport now has a new 1,800,000-candlepower revolving beacon light on the roof of the administration building. Would there be room for 1,800,000 candles up there, and how many of them would blow out in a gentle breeze?
By JOHN DROHAN

FENWAY PARK, April 13—Gov. Frank G. Allen, chief executive of Massachusetts, tossed out the first ball to start the American league baseball season here this afternoon in the second game between the Washington Senators and Boston Red Sox.

The Governor's control was a bit shaky, but Charley Berry, Red Sox catcher, deftly caught the little spheroid before it fell to the ground and passed it to "Lorge" Chuck Ruffing, Red Sox pitcher, and the ball game was on.

CLOWNS PRESENT

Prior to the start of the game all the time-honored customs which are part and parcel of every opening day took place. Nick Alroock and Al Schacht, famous coaching clowns of the Senators staged their entire repertoire of acts and had the gathering singing the old-time songs. Under the terms of this measure we will add 40 acres to the airport and get our own airport.

The Governor's square bill calling for the extension of the current to Governor's Island was turned down by the Legislative Committee on Metropolitan Affairs, with Mayor Curley urging an amendment of an act which the council was ready to consider. The amendment would provide for payment of the entire deficit by Boston, indicating that he would if there was no other way of saving the bill. He insisted, however, that Boston should not be compelled to pay the entire deficit.

It is further understood that Mayor Curley insisted that if the bill were to be amended there be provision to have the work done by day labor. It was reported that the final settlement of the deficit provision will determine the fate of the measure. Another meeting will be held on Thursday. It is said that if the bill is reported in its present form there will be some dissenters, while if the amendments discussed are included, there will be no dissenters.

Mayor Curley today urged that the port of Boston be re-established as a cargo port rather than a port of call.

Army favors vast flying project

Commissioner Long tells the Council of Plans for huge "A-No. 1" Field Here

The prospect is excellent for the city getting Governor's Island from the Government for extension of the airport, William F. Long, chairman of the park commission, told the City Council committee on appropriation today.

Commissioner Long also declared the Governor and Legislature look with favor on the city's petition for permission to add 40 acres to the airport in the immediate future, so as to give the aviation field an A rating.

"Governor Allen agreed to suggest certain changes that we desired in the legislative committee's bill, and I understand the committee is now prepared to give us what we want," he said.

TO GIVE ISLE BACK

"Under the terms of this measure we will add 40 acres to the airport and get our own A rating. We will extend the field 125 feet toward Governor's Island and will also build a hydroplane base.

The distance from the airport to the island is 3000 feet. The city took up the acquisition of Governor's Island with the army and navy and we now foresee no trouble in getting it.

"The city originally had it, the government taking it during the war, and they don't intend to make any further use of it."
Mayor Curley Approves $16,000,000 Plan for East Boston Tunnel

Mayor Curley today approved the Boston transit department plan for the $16,000,000 East Boston vehicular tunnel. His decision ended the long controversy over the selection of a plan and was a notable victory for Col. Thomas F. Sullivan, chairman of the transit commission.

ACCEPTED PLAN

The accepted plan provides for a straight tunnel, with a traffic roadway 20 feet in width, between a point in the North end on Cross street, between Hanover and North streets, and a point in East Boston between London and Paris streets at Porter street.

Mayor Curley declared his support of the Harriman-Fay plan for the widening of Cross street from Haymarket square to Commercial street and its extension to Atlantic avenue as well as his support of the proposed traffic circle in Haymarket square.

The probability that the available appropriation of $16,000,000 will not be sufficient to finance a traffic circle in East Boston indicates that the tunnel, as long as it remains a single tube vehicular roadway, will be without circles either in the city proper or in East Boston.

The Boston portal will be located north of Hanover street on a widened Cross street between North and Hanover streets and in connection with this widening, North street is to be widened from Dock square to the intersection of Cross street.

Mayor Curley declared his support of the Harriman-Fay plan which was approved by ex-Mayor Nichols, but which failed to be effective because of the short period which intervened between the date of approval and the completion of the Nichols administration.

Today's act removes the last obstacle to the actual start of tunnel construction work. The first phase will be the widening of the buildings which will be taken. About 500 families will be compelled to seek new homes.

Mayor and other officials looking over the plans of the new East Boston tunnel. Seated, left to right, Col. Thomas F. Sullivan, chairman of the Boston Transit Commission, Mayor Curley, President Henry F. Harriman of the Boston Chamber of Commerce. Standing, left to right, Chairman Frank Goodwin of the Boston Finance Commission, Frederic H. Fay, consulting engineer.
Dishonest Legislation

Mr. Lomasney Scores Proposed Reduction of Exemptions on Small Income Tax Payers

MR. MARTIN M. LOMASNEY, with characteristic concern for the rights of small property owners and wage-earners, vigorously protested against the proposal now before the Legislature which would reduce the beggarly exemptions allowed under the income tax laws. He said:

"I do not believe that the income tax law of 1916 was sound legislation."

Mr. Lomasney's observation is not to be ignored, for he is the most experienced legislator in this State. He could have added that it not only was not sound but that it was unjust and dishonest legislation.

IT WAS CONCEIVED IN THE IDEA OF LIFTING THE TAX FROM THE VAST STORES OF INTANGIBLE WEALTH IN THIS STATE AND OF PUTTING THE BURDEN UPON THE BACKS OF THOSE WHO SHOULD NOT BEAR IT. AND IT HAS DONE JUST THAT.

Mr. Lomasney continued:

"I desire to state that, in my opinion, one of the principal reasons for the present increased tax all over the State, besides ordinary waste, extravagance and inefficiency, is the collusive and dishonest manner in which the executive branch of many of our city governments is being administered."

That is a sweeping charge. But it contains much merit. And it affords a thought for expansion.

It is quite true that when the State and city governments concentrated their efforts upon the war, public developments were temporarily abandoned. Then came the period of reconstruction. New school buildings, neglected highways and a score of retarded public improvements were necessary to be made. But that period of super-expense is quite behind us now. The State has well caught up with it. THE CALL IS FOR LESS, NOT MORE TAXATION.

About $29,000,000 of State income taxes is dumped into the lap of the city governments of which Mr. Lomasney speaks every year. Many of them have already adjusted their budgets for the year. The State income taxes are new manna to them. It affords them a chance for improvident and reckless expending. It encourages them to seek new sluices through which to pour the people's money. The public official who resists the chance to spend money is a rare bird indeed.

The earners of incomes, those who produce it by honest toil, are contributing probably $5,000,000 of that total annually. It is not a tremendous sum in the aggregate. But to many of them it is an important sum, which represents a real hardship. To all of them, the State income tax is a vexatious nuisance. A start in tax reduction, a start in eliminating the opportunity for wasteful extravagance, can be made by reducing the rate of the income tax and of increasing, rather than lowering, the exemptions. THE FIRST FRUIT OF THIS MOVEMENT WOULD BE ENJOYED BY THE SMALL SALARY AND WAGE-EARNERS. THEY WERE THE ONES WHO DERIVED THE FIRST AND THE CONTINUING INJUSTICE OF IT.

HUB PROTESTS
NEW YORK FREE LIGHTERAGE

City and Port Authority Claim Discrimination by the Railroads

Washington, April 16 (AP)—Charging that the port of Boston was being discriminated against and deprived of the advantages of its geographical location, the city and the Boston Port Authority today protested to the Interstate Commerce Commission the practice of railroads in supplying free lighterage and transfer service at the port of New York.

The complaint asserted that the railroads serving the North Atlantic ports have refused to establish lower rates at Boston, where lighterage service is not provided, and asked the commission to fix lawful differentials under rates to and from competing North Atlantic ports.

The petition also urged that the railroads be required to present the cost of the additional service separately and not as a part of the established freight rate.

MAYOR OUT FOR 20-FT. TUNNEL

Weeks of debate over plans for the $16,000,000 East Boston vehicular tunnel ended today when Mayor Curley gave his approval to the Boston transit department plan.

This plan provides for a straight tunnel with a 20-foot roadway with the Boston portal on Cross st., between Hanover and North sts., and the East Boston entrance between London and Paris sts., at Porter st.

Col. Thomas F. Sullivan, transit board chairman, won his point over Henry J. Harriman and Frederic H. Fa yin regard to the location of the Boston entrance, and scored another when the mayor accepted a plan with no traffic circles at either end of the tunnel.
Settling Long Dispute Over East Boston Tunnel

Scene in the Mayor's Office Today When Mayor Curley Approved the Transit Department's Plans for the $16,000,000 East Boston Tunnel. Colonel Thomas F. Sullivan, Chairman of the Transit Commission, Sits at the Mayor's Right, and Henry I. Harriman at the Mayor's Left. Standing, at the Left, Is Frank A. Goodwin, Chairman of the Finance Committee, and at the Right Frederic H. Fay, Chairman of the City Planning Board.

Boston's Protest to I. C. C. on Rates

Washington, April 16 (A.P.)—Charging that the Port of Boston is discriminated against and deprived of the advantages of its geographical location, the city and the Boston Port Authority today protested to the Interstate Commerce Commission against the practice of railroads in supplying free lightage and transfer service at the Port of New York. The complaint asserts that the railroads serving the North Atlantic ports have refused to establish lower rates at Boston, where the lightage service is not provided, and asked the commission to fix lawful differentials under rates to and from competing North Atlantic ports. The petition also urges that the railroads be required to present the cost of the additional service separately and not as a part of an established freight rate.

"The Port of Boston," the petition said, "is much nearer Liverpool and the European ports than the other North Atlantic ports, and especially the Port of New York, and because of the discriminatory rates and because of the failure of the defendants to publish separately the lightage charges and the trucking service charges incident thereto, and the car footage charges to and from the said Port of New York, and because of the preferential rate structure provided for the city of New York, the Port of Boston is deprived of its geographical location nearer to the said various ports of England, Europe and other foreign ports."

By assuming this extra cost, the protest said, the defendant railroads charge and receive less compensation for interstate transportation to and from New York than for a contemporaneous service to and from Boston.

The complaint of Boston relating to the lightage charges is practically identical with protests of the State of New Jersey and the New Jersey Traffic Advisory Committee now pending before the commission and set for hearing in New York.
Keep House Hide, Leather, Shoe Duties

Conferences Accept Tariff Rates which Senate Voted Down

Pay State Victory

Treadway and Andrew Jubilant—Believe Action Saves Great Industry

By Oliver McKee, Jr.

Special to the Transcript:

"Washington, April 16—Massachusetts won a big victory today when the House conferees, with Allen T. Treadway as the spokesman on this issue, secured the adoption of the House rates on hides, shoes, boots, and shoes. On every point he has the Senate conference proposed, and all that is now necessary to complete the victory is to have the Senate accept the conference action, as approval of the House may be taken for granted. The House statement approved by the conference today and left a 10 per cent duty on hides, 12 3/4 per cent on leather, and 20 per cent on shoes. The Senate bill had restored all of these commodities to the free list, where they have been long and in general.

By forcing the Senate group to recede from the Senate's action of four times voting down duties in the hide and leather industry, the House conferences scored their biggest victory since the two groups met to adjust differences in the Hawley-Leach measure. The hide, shoe and dispute was one of the hardest fought in the Senate tariff struggle.

Tariffs on Leather and Shoes

Hide, leathers, and shoes, all now on the free list, were agreed upon today by the congressional conferences, the tariff bill. The rates accepted are 10 per cent on hides, 12 3/4 per cent on leather, and 20 per cent on shoes. The Senate bill had restored all of these commodities to the free list, where they have been for years.

The House conferees declined to consider any changes. Included in moves of the Senate conferees were efforts to have the duties on hides, shoes, belts, satchels, card cases.

Shoe Duties

By Oliver McKee, Jr.

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In accordance with the language and

Special to the Transcript:

"Equally jubilant was Andrew, one of the leaders in the fight for protection. "God reigns, and Essex county lives," he said, when notified of the action of the conferences. "This means that the protection which leather and shoes had enjoyed from the beginning of their history until the Democratic tariff of 1913 will be restored. It means, moreover, that we of these duties to not stem the inflow of tide of these commodities, which menace the livelihood of hundreds of thousands of our people. We must be able to return to this flexible clause. I consider it a great victory which will yield immense benefits to the people of Massachusetts."

By Oliver McKee, Jr.

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In accordance with the language and
Primaries for Boston

Experts in government believe that it is best for a people to "stew in their own juice." By that they mean that closely allied groups solve their own problems best without outside interference. That the trend of wise political thought is in this direction is shown by the attitude of the Massachusetts State Legislature in granting to the mayor of Boston powers hitherto held by the state. In short, the trend is toward home rule for cities.

An exception to the general attitude of the Legislature is seen in the action taken on a bill providing for primary elections for mayor and city council candidates in Boston. On a rollcall vote the House rejected the bill, 113 to 80. An effort is being made to bring about reconsideration of the bill.

Politics aside, the bill has merit. Under the city charter, candidates are now nominated by the signatures of voters. This, closely allied groups solve their own problems best without outside interference. That the trend of wise political thought is in this direction is shown by the attitude of the Massachusetts State Legislature in granting to the mayor of Boston powers hitherto held by the state. In short, the trend is toward home rule for cities. An exception to the general attitude of the Legislature is seen in the action taken on a bill providing for primary elections for mayor and city council candidates in Boston. On a rollcall vote the House rejected the bill, 113 to 80. An effort is being made to bring about reconsideration of the bill.

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Tunnel Plan Signed After Long Dispute

Mayor Curley Accepts Original Study of Transit Department

All Ends Happily

Fay, Harriman, Sullivan and Goodwin Receive City Congratulations

By Forrest P. Hull

With a few strokes of the pen, Mayor Curley today gave his approval to plans for the construction of a twenty-foot wide East Boston tunnel. Out of which the Legislature of last year gave authority to spend $16,000,000, thus ending a dispute of months. The plans accepted are those originally prepared by the Boston transit department, which fought for them with vigor, with the aid of the Finance Commission, against alternate plans submitted by Chairman Fred H. Fay of the City Planning Board, and Henry I. Harriman of the Metropolitan Division of Planning.

The project will be the greatest which the city of Boston ever attempted, to be compared only with the present East Boston tunnel for electric traffic and the Dorchester rapid transit utility. Property to be taken for the utility of the Boston portal and that in East Boston is assessed at $3,875,774. Among the Boston tunnels to be taken are old Police Station 1, Hanover street, and the block in the market district bounded by North and North Market streets and Merchants Row. In East Boston most of the property needed is devoted to tenements.

The Legislature provided for the cost of the tunnel and the approaches within 1,000 feet of each portal. The matter of width was left open, but the amount determined upon made impossible the construction of more than one tube. The City Council accepted the act on the last day of June. In September, when Mayor Nichols was ready to consider the matter, the Transit Department had preliminary plans ready. Upon their presentation the two planning boards proposed alternative plans. Their plans contemplated the Boston portal as between Hanover street and Haymarket Square, while the plans of the Transit Department contemplated the Boston portal between North and Hanover streets.

The three bodies were agreed that eventually the tunnel would need another tube and the planning boards insisted on definitely fixing the location of both tubes at once, while the Transit Department held that the location of the second tube should be determined after the first had been in use.

**Goodwin Slips In**

Mayor Nichols finally accepted the locations of the two planning boards, these being involved in the controversial survey of the straight tunnel. As against the straight tube, the Transit Department, Chairman Frank A. Goodwin of the Finance Commission stepped into the dispute and after several conferences the plans were presented another plan, which Mayor Nichols also approved, against the objections of the Transit Department. The plan provided for a straight tunnel, but provided a sharper curve at the approaches, coming out substantially in the same line.

The matter was left over for Mayor Curley and soon after he assumed office the two planning boards presented a third plan which brought the East Boston location into Central Square and made slight changes in the Boston location. Mayor Curley, realizing the difficulty of making a satisfactory settlement of the difficulty, made many inspections of the localities and today he went into conference with Colonel Thomas F. Sullivan, chairman of the Transit Commission; Frederic H. Fay and Henry I. Harriman, with the hope of reaching a decision in favor of the transit department's original plan. Particularly impressed with this study because all persons in interest had agreed that at least two-thirds of which, it is expected will use the tunnel, will originate on the north and west, therefore eliminating considerable cross traffic.

The entrance is situated on Cross street, between Hanover and North streets. In order to provide an adequate approach it is proposed to widen North street, from North Market to Cross street, on the southerly side. This will provide a broad avenue direct from the widened Dock Square into the mouth of the tunnel.

**Tunnel Entrances**

The Boston tunnel entrance will be about 900 feet from Haymarket square and the same from Dock square. There will be no circule, the Transit Department offices and stations, being maintained that with a tunnel providing for two only lanes of traffic, circles were unnecessary. On the East Boston side the entrance is to be on Porter street, between Havre and London streets, the portal beginning after the tunnel has passed under Meridian street in order to give no interference with the trolleys. The location is substantially midway between Central square and Chelsea street. Porter street will be widened to 100 feet, between these two points. The plans of the planning boards originally contemplated the portal at the corner of Chelsea and Porter streets, 500 feet twiide.

The transit department's plan provides a direct route from Chelsea over the Meridian Bridge and also along street road from Day square to the tunnel entrance via Saratoga, Bennington, London, Havre, Park and Chelsea streets.

The tunnel between portals, will be 5,443 feet in length and between tics, offices, stations, and buildings are built in sections. The two and sections will be constructed by the open-cut method and the center by the shield method under compressed air. It is likely that the first contract will be awarded by the first of next year.

**HUB PROTESTS N.Y. PORT PLAN**

Urges Commerce Board to Fix Lawful Differentials

WASHINGTON, April 16 (AP)—Charging that the port of Boston was being discriminated against and deprived of the advantages of its geographical location, the city and the port authority today protested to the interstate commerce commission the practice of railroads in charging free light-erage and transfer service at the port of New York.

The complaint asserted that the railroads serving the North Atlantic ports have refused to establish lower rates at Boston, while the light-erage service is not provided, and asked the commission to fix lawful differentials under rates to and from competing North Atlantic ports. The petition also urged that the railroads be required to present the cost of the additional service separately and not as a part of the established freight rate.

**BOSTON'S PLEA**

"The port of Boston," the petition said, "is located much nearer Liverpool and the European ports than the other North Atlantic ports, and especially the port of New York, and because of the discriminatory rates and because of the failure of the defendants to publish separately the lighterage charges and the tracking service charges incident thereto and the car floatage charges to and from the said port of New York, and because the defendants charge different rates structure provided for the city of New York, the port of Boston is deprived of its geographical location nearer to the said various ports of England, Europe and foreign ports."

By assuming this extra cost, the protest said, the defendant railroads charge and receive less compensation from various persons for interstate transportation to and from New York than for a contemporaneous service to and from Boston.

The complaint of Boston relating to the lighterage charges is practically identical with protests of the state of New Jersey and the New Jersey traffic advisory committee now pending before the commission and set for hearing in New York.
By Forrest P. Hull

Boston city officials say the city has no slums. That is an academic question, Mayor Curley did not take the time to debate it several years ago when he cleaned out one of the most distressing disease-producing centers of the North End—Webster avenue. The question was not debated as Morton street and Baldwin place yielded to effective city planning, all in the interests of health, comfort and happiness. Boston has the power to clean up other equally distressing sore spots, from the standpoint of health and fire protection, and there are health agencies, such as the Boston Tuberculosis Association, which are awaiting such drastic action.

Take the block, for instance, on the odd side of Kendall street and the even side of Sawyer street, just off Tremont street, Ward 9, a decided negro ward, which has the highest death rate from tuberculosis of any part of Boston. If you had not been more or less acquainted with the filth of Boston's back alleys in the spring you would hardly believe your eyes if you strolled through an alleyway about five feet in width, and noted conditions, right and left. Tenants who have lived in this block for twenty years say that there has been no regular collection of garbage there in the last two years. The garbage is burned in the stoves or placed with ashes in the back yards, there allowed to accumulate all winter until the city teams come along for the annual spring cleaning. The odor from these yards is so objectionable that tenants dare not open their windows.

The shocking death rate from tuberculosis among the Negroes was brought to public attention through the tuberculosis survey made by Professor Murray P. Horwood of the Massachusetts Institute of Technology three years ago. It was learned that the death rate here was fully as high as that among Negroes in the Southern States. To investigate the problem and to endeavor to solve it was one of the first duties of the Boston Tuberculosis Association, the president of which is Dr. John H. Hawes, 2d. The block chosen was that where the Negro population of the ward was concentrated, the domain whose back yards are here pictured.

Inadequate Passageways

Instead of having a regular entrance or exit to the alley running down the center of this block there are only two or three narrow passageways between and under the houses on Sawyer and Kendall streets which permit one to enter or leave the block. There are no passageways whatever on Shawmut avenue or Tremont street. The only family of garbage can be taken from the back yards in the center of the block is by hand or by wheelbarrow through the narrow passageways.

Naturally, as Dr. Hawes has worked hard to obtain action by the health and fire departments to take the necessary steps, by means of extra appropriations, to meet the requirements of city laws of sanitation and fire menace, but to date there has been no response. There is sufficient law under which the city could act and it may be that concentration of public opinion is the best hand.

Pending drastic attention by the city authorities the Boston Tuberculosis Association will continue its work of attempting to educate the residents of the block. Miss Hasse A. Towler, a graduate nurse, has been in charge of this movement and she has worked tactfully and efficiently. Cooking classes for the women have been organized and a guild has been formed for the promotion of health education. Another organization, "A Neighborhood Get-Together Association," has been formed, with its aim the improvement of conditions in the back yards and alleys.

"I have no doubt," said Dr. Hawes, "that there are many other places in this district, where the conditions are as bad as they are here, but I am sure that if this block can be taken care of and cleaned up, and the interior made attractive and clean it would have a very stimulating influence upon the owners of other property and those who dwell therein, with the result that this locality will no longer continue to be the one in this city where the tuberculosis death rate is the highest."
Hezekiah N. Duff, National Commander, Welcomed by Gov. Allen and Mayor Curley

Commander-In-Chief Hezekiah N. Duff of the Veterans of Foreign Wars, accompanied by Mrs. Beede Hanken, national president of the Ladies' Auxiliary, is in Boston today for his first official visit and inspection of Government hospitals since his induction into office last year. He arrived at the South Station at seven o'clock this morning from Lansing, Mich., with Mrs. Duff, and was greeted by Past Commander John H. Dunn, State Commander Max Silverman and Joseph S. Fern, department councilor, and other organization officials. The party was escorted by motorcycle policemen to the Elks Hotel where Commander Duff was guest at a breakfast given by the local officers.

At eleven o'clock the official party motored to the State House and was receired by Governor Allen, who extended the greetings of the Commonwealth and presented Commander Duff and Mrs. Hanken each with a gold seal of the state. Governor Allen also invited Commander Duff to return to Boston for the Tercentenary program.

After leaving the governor's office, Mr. Duff and State Commander Singler were escorted to the House of Representatives where they were greeted by Speaker Leverett Saltonstall. The members of the official party were given seats in the gallery. On motion by a member of the House, a brief recess was called that Commander Duff was presented to the legislators.

In a few words the veterans' commander expressed his gratification on being able to visit Boston and complimented the House as "the fairest legislative body in the country in its attitude toward the veterans."

The party then left the State House for City Hall. Mayor Curley extended the city's welcome and expressed his pleasure in greeting Commander Duff. Saturday Mayor Curley will be host at a luncheon in honor of Commander Duff at the Ritz Carlton Hotel.

Flying Trip to Providence

A series of luncheons and receptions will be opened with official meetings and inspections of Government hospitals. Late this afternoon Commander Duff and his party will motor to Providence for a brief visit to the department headquarters of Rhode Island. A banquet and reception will be given in that city tonight after which he and the party will leave immediately for Boston. Tomorrow, because it is Good Friday, only visits to the Chelsea Naval Hospital and the Bedford and Rutland Veteran Hospitals will be made. Tomorrow night, however, he will officiate at a meeting of the council of administration of the Department of Massachusetts.

On Saturday, for which a continuous round of events has been arranged Commander Duff will join the veterans of Massachusetts in the celebration of Patriot's Day. At exercises in North square, Copp's Hill and John Elliott square, Roxbury, Commander Duff will speak. Immediately following will be Mayor Curley's luncheon.

Later in the afternoon chairman of all Poppy Drive committees will attend a meeting at which the guest will outline his plans for this year's drive, during which the organization expects to dispose of more than six million of the emblematic flowers made by the disabled veterans in hospitals throughout the country. On Saturday night, Veterans of Foreign Wars and members of the Ladies' Auxiliary, numbering nearly fifteen hundred, with prominent state, city, Army, Navy and veteran organization officials, will greet Commander Duff at a banquet and reception in the main dining room of the Elks' Hotel.

Governor Allen was host at a luncheon to Commander Duff at the Parker House at which State and city officials, Army and Navy officers and Federal Department executives were guests. In addition to the governor and Commander Duff, speaking were State Commander Singer, Mrs. Hanken, Mrs. O'Keefe, Mayor Curley and Lieutenant Governor Youngna. At the head table also were D. R. Hutter, Herbert Parker, Major General Alfred E. Foote, Brigadier General Merril Walker, Speaker Leverett Saltonstall of the House of Representatives, President Gasper G. Bacon of the Senate, Rear Admiral Philip Andrews, U. S. N., Lieutenant General Edward I. Logan, Rev. Wallace Hayes and Attorney General Joseph E. Warner.

CURLEY TO SPEAK ON DOCTORS' DAY

Will Be Heard at Testimonial to Old Practitioners

Mayor Curley will represent the city of Boston at the testimonial dinner and tercentenary tribute to the old family doctors of New England on New England Doctors' Day, it was announced this morning by the New England Medical fund which is sponsoring the plan to pay homage to the veterans of the medical profession on April 30.

The mayor will be one of the speakers at the luncheon at the City Club, and it is expected that it will be his voice which will extend to the distinguished visitors the welcome of the city. It is hoped that Governor Allen may also attend the luncheon and speak. Other speakers include Dr. George H. Bigelow, Massachusetts commissioner of public health; Dr. Alfred Worcester of Harvard University, and Dr. Roger I. Lee, chairman of the doctors committee, which will make provision for the guests of the day. Former Gov. Channing H. Cox, general chairman of the center, will preside at the Luncheon.
GOODWIN ASKS
SCHOOL BOARD
BE ABOLISHED

Wants Better Probe
of Educational System

Abolition of the school committee and the establishment of a board whose members will be able to concentrate upon school business and not be compelled to reply entirely upon the advice of educators was suggested by Chairman Frank A. Goodwin of the finance commission, today, as a probable recommendation of an unprejudiced investigation of the school department.

ADDITIONAL $10,000

To the city council committee on appropriations Goodwin explained that Mayor Curley had recommended an additional $10,000 in the appropriation for the finance commission to make possible an investigation of school matters.

GOODWIN BLAMES N. E. A.

"It is hopeless to expect educators to make an investigation," said the N. E. A. is the greatest organization in the county. They have the educators all tied up. It is impossible to keep them out of their influence. And always educators recommend a broadening rather than a curtailing of educational activities.

"Go over to the East Boston high school," he said, "and look it over. On the first floor, there are 50 lathes. There has been $110,000 spent for shop equipment and a large part of the school is taken up for industrial education.

"There are 60 wooden buildings in use. They are more than one story high and without fire escapes, which, I think is contrary to law. There are 84 second class buildings without fire escapes which is contrary to law and there are 21 buildings with halls above the first floor without fire escapes which is also contrary to law and there are 56 schools with sanitary systems which are prohibited by law.

TOO MUCH TRADE WORK

"Instead of remedying these conditions, they are building swimming pools, bathhouses and factories. They are turning out journeymen while the streets are filled with unemployment."

Look at the Michelangelo school in the North End. Look at the Moon street school with 17 classes, a building unfit for a house, a building unfit for use. Nothing has been done to relieve this condition but $350,000 was appropriated for the building of the people of the district in the Michelangelo school.

The Board of Apportionment say that they never recommended this project. The School Committee members have said that there is no need of conditions in the Moon street school.

LAUDED BY CURLEY

Bay State Congressmen Get Message
Praising Tariff Efforts

A congratulatory message to Massachusetts senators and representatives was sent by Mayor Curley yesterday after news dispatches from Washington indicated that a duty on shoes is likely to be adopted.

"I see no reason why I should make any statement at this time. These are the very things I have been talking about regularly. The school committee at its next meeting without knowledge of the school committee sends a letter to the school department, and that plans for buildings are based upon the superintendent's recommendations.

HURLEY SEES NO ATTACK
ON SCHOOL COMMITTEE

Chairman Joseph J. Hurley of the school committee, when informed of Goodwin's statement regarding the school committee, said:

"I see no reason why I should make any statement at this time. These are the very things I have been talking about regularly. The school committee at its next meeting without knowledge of the school committee sends a letter to the school department, and that plans for buildings are based upon the superintendent's recommendations.

FIVE FIREMEN
ARE COMMENDED

Lt. William T. Marshall of Engine Company 31 is hereby recommended for assisting the police department in the apprehension of a suspicious person Thursday, April 8, 1930.

Laddermen Edward H. Mulryan and Edward H. Mullin of Ladder Company 25 are hereby recommended for assisting the members of Engine Company 16 in extinguishing a fire in the use of an inhaled and in the application of the pneumatic pressure method of extinguishing fire on April 6, 1930, while on duty.

Laddermen John H. McCarthy of Engine Company 31 and James H. Murphy of Engine Company 25 are hereby recommended for assisting the police department in the apprehension of a suspicious person Thursday, April 8, 1930.

O'Hara of Engine 25 Helped Catch Suspicious Person

The following commendations were announced today by the fire commissions: Edward E. McLaughlin and N. Sullivan of Engine Company 31 are hereby recommended for assisting to and working at fire Box 1834, March 31, 1930, while off duty.

Hoseman John H. McCarthy of Engine Company 45 is hereby recommended for responding to and working at fire on Allendale street, April 1, 1930, while off duty.

Apparatus Operator William J. O'Hara of Engine Company 25 is hereby recommended for assisting the police department in the apprehension of a suspicious person Thursday, April 8, 1930.

Apparatus Operator Cornelius J. Sullivan of Engine Company 31 is hereby recommended for working at fire Box 1314, March 31, 1930, while off duty.

Apparatus Operator William J. O'Hara of Engine Company 25 is hereby recommended for assisting the police department in the apprehension of a suspicious person Thursday, April 8, 1930.

LAUDED BY CURLEY

"On Camden street, property was bought and $216,000 was spent but it has been decided it is not a tax on the value of a school. Land was bought at the High School of Practical Arts and $60,000 was spent but now there is no need of a building.

PROJECT ABANDONED

"In 1923 $101,000 was spent for an annex to Mechanic Arts high, in spite of the fact that there was a falling off in attendance because of the trade shops established elsewhere. Of this $101,000 was spent and now the project has been abandoned. In addition, there is ventilating equipment which represents an expenditure of $3,000,000, which the teachers refuse to use.

It might be advisable to look into the pay-rolls, even though such an inquiry would be described as "terrible." It is quite possible that there is still time that somebody looked into it.

Goodwin denounced the activities of the master of the girls' high school, whom he accused of campaigning to force a new $1,500,000 building, and accused the master of going to the fire department to have the building declared unfit for use.

He admitted inability to explain why the $75,000 swimming pool in the Roxbury high school has never been used.

He emphasized that he was satisfied that the marked increase in the number of special classes has been due to a decrease in the number of pupils in regular classes and that plans for buildings are based upon the superintendent's recommendations.
Elaborate Program at Airport Will Precede Start Of Herald Plane

Arrangements were completed yesterday for one of the most elaborate ceremonies ever staged at the East Boston airport, including an outstanding broadcast of great interest, which will precede the take-off of the plane New Arbella at 11 A. M. Saturday for a 6000-mile flight sponsored by The Boston Herald in the interests of the Massachusetts Bay Tercentenary and American Legion convention to be held here in October.

From two grandstands decked with flags and bunting leaders of the city and state, representatives of military and patriotic organizations and distinguished guests will tell of the plans for the 300th anniversary celebration here and wish Goodspeed to the plane, which will carry the message of the state to 22 states and 67 cities.

The entire program will be broadcast from 10:20 until 11 o'clock Saturday morning direct from two grandstands on the field over stations WBZ and WBZA. The plane New Arbella will be placed between the two grandstands so that the hum of her motor on the take-off will be heard as the last thing on the program.

There will be plenty of music in the broadcast of the take-off ceremonies, and one of the two bandstands will be filled with a group of musicians who will play selections appropriate to the occasion. Two formations of three planes each will take off with the Arbella as her official escort. All other planes of the escort squadron of 40 will be in the air before 11 A. M.

Carroll J. Swan, president of the American Legion National Convention Corporation, as master of ceremonies, will open the program with an announcement at 10:20 A. M. to be followed by Brig.-Gen. William E. Pew, chairman of the Salem tercentenary committee, and briefly on the significance of the flight of the New Arbella.

Herbert Parker, president of the Massachusetts Bay tercentenary commission, will then extend an invitation to all the cities and towns of the state to cooperate in the celebration. John J. O'Connell, commander of the Massachusetts department of the American Legion, will then talk on the national convention to be held here next October.

Distinguished guests, each of whom will speak briefly will be Mrs. Stephen P. Hurd, Massachusetts state regent of the Daughters of the American Revolution; former Mayor John F. Fitzgerald, chairman of the mayor's tercentenary committee; Maj.-Gen. Clarence R. Edmonds, honorary president of the American Legion convention committee; Rear Admiral Philip Andrews, former commander of the Third Naval District (Br. Com); W. T. Holdway of the United States Marine Corps, and Brig.-Gen. M. L. Walker, Jr., U. S. A.

Mayor Curley in his address will cover the subjects of Boston's part in the tercentenary and the importance of the national convention of the American Legion.

Gov. Allen, the next speaker, will take for his subject, "What the Tercentenary Celebration Means to the Nation." His address will conclude the formal part of the ceremonies and will be followed by the christening and launching of the new New Arbella and the sound of her motor as she soars out toward the west. Russell Boardman, the pilot, will speak briefly just before he steps into the cabin.

To Christen Plane

Five-year-old Dudley Kenyon, a direct descendant of Gov. John Winthrop, first Governor of Massachusetts Bay Colony and of Gov. Thomas Dudley, second leader of the colony, both of whom were passengers on the original Arbella, will christen the airplane New Arbella Saturday just before she takes off for a 6000-mile flight sponsored by The Boston Herald in the interests of the Massachusetts Bay Tercentenary and of the American Legion.

She will wear a Puritan costume exactly like that worn by her great grandmother, Mary Winthrop, when she names the plane which is to carry the 300th anniversary message of this state to 22 other states and 67 cities.

Officials and others who will be present are as follows:

AMERICAN LEGION CONVENTION CORPORATION


MASSACHUSETTS BAY TERCENTENARY INC.


MAYOR OF BOSTON'S TERCENTENARY COMMITTEE

John F. Fitzgerald and family, chairman of committee. Chairman radio committee. Dean Archer and family. Chairman of executive committee. Frank C. Bacon and family. Chairman of the mayor's office and family and guests be will speak, Mayor's organization as requested. President of the cities and towns tercentenary conference. Prof. Reeds and family.

Secretary cities and towns Tercentenary conference. Everett B. Neer and family. President of the H. A. R. Mrs. Stephen P. Hurd.


AIRPORT FLIGHT COMMITTEE


Gov. Allen, on the Mound, Shows Excellent Control

After the march to the flagpole yesterday, Governor Allen shed his overcoat and borrowed Heinie Wagner's cap and took his place on the pitching mound. Behind the plate was Major Lynch, acting for the Mayor. The Governor warmed up with several throws and his control was pretty good until a hitter stepped up to the plate and then he threw for the photographers and was what could be called extremely wild. The Major has not lost the baseball ability he has often used and caught like an old timer.
Can Parade on Any Streets They Choose on Oct. 7

Free rein will be allowed the American Legion in selecting a route for its 10-hour parade of 70,000 veterans here on Oct. 7, Acting Chairman John J. O’Callaghan of the Board of Street Commissioners revealed late yesterday at the public hearing called at City Hall to adopt an uptown parade route for public celebrations.

FOR OCT. 7 AS HOLIDAY

Representatives of the Legion, including Dr. William H. Griffin, past State commander; Lieutenant-General Edward L. Logan, and Chairman Joseph J. Hurley of the school committee, with Traffic Commissioner Joseph A. Conry and Colonel Thomas F. Sullivan, chairman of the transit commission, insisted that the legionnaires should not be barred from parading in the downtown business district if necessary.

At their request, Daniel Bloomfield, manager of the retail trade board of the Chamber of Commerce, offered to present to the merchants of the city the proposal to adopt a parade route for Oct. 7 as a business holiday.

May Hold Parade at Night

He stated that the merchants were anxious to co-operate with city and State officials in every way to celebrate the 300th anniversary birthday party of Massachusetts colony, but urged the street commission to adopt officially a parade route for other processions which will not invade the narrow winding streets of the downtown business district, tiring up traffic.

That most of the tercentenary exercises will be held on Saturday in July and August when the downtown streets are closed was revealed by General Logan, who announced that the municipal tercentenary committee is considering the proposal to hold the day parade on Saturday in August, instead of the official day, Wednesday, Sept. 17. He disclosed that the committee had gone so far as to consider holding the Sept. 17 parade at night, so as not to interfere with traffic during business hours.

Protesting against the uptown route which would start at Roxbury Crossing, Colonel Sullivan declared that no large parade could form there with the side streets blocked off by the railroad tracks.

Chairman William F. Long reported that the Park Commission was opposed to any parade using Commonwealth avenue between Governor square and the Common. It would spoil the grass, shrubs and trees on the reservation, according to the commissioner, to have thousands of spectators milling about.

Schoolboy Parade June 6

Deputy Police Superintendent Thomas F. Goode, in charge of traffic enforcement, agreed with Colonel Sullivan on the Rock Hill route, stating that it was the best route in the city.

Chairman Hurley of the school committee with Deputy Superintendent Patrick T. Campbell and Frederick E. O’Brien, associate director of physical education, reported that the schoolboy cadets would hold their parade on Friday, June 6, adding that Mayor Curley was agreeable to the use of Tremont street by the cadets.

After the majority of the speakers at the hearing agreed that the Legion parade would be something special that should not be governed by general restrictions, the Street Commission took under advisement the question of selecting a uniform uptown route for other parades.

Our Market Leases

The men doing business in Faneuil Hall and Quincy Markets have been tenants at will since Oct. 7. There were investigations of the leasing system in 1909 and again in 1919. The first resulted in an increase in rentals of 12½ per cent, the leases to run ten years. The second brought about another increase, this time of 15 per cent., with the same leasing term. The marketmen last fall asked for a straight cut of 25 per cent. It is agreed on all hands, however, that a reduction tough to be made, while differences of opinion as to its amount persist as might be expected. The award of 25 per cent. will be satisfactory to the lessees and, we trust, to the city. There is no difference of opinion as to the justice of the reduction in the lease period. Conditions change so rapidly that five years these days is a long time.

MAJOR PLEADS FOR PORT DEVELOPMENT

Mayor Curley yesterday made an urgent plea for favorable action by the House ways and means committee on the resolve seeking authority to investigate the advisability of constructing a grain elevator on state property in South Boston. At a hearing on the measure he maintained that no step would be of more benefit to the city and state than the promotion of port facilities.

Erection of the proposed elevator, already urged by Gov. Allen, would re-establish the port of Boston, Mayor Curley said, as a cargo port rather than a port of call. In 20 years, he pointed out, there has been a decline of exportation of grain from Boston from 1,000,000 bushels to 800,000 bushels, due to the system of differentials set up by the interstate commerce commission.

Erection of the elevator, he said, would partially overcome the objections to the differential, while in addition an investment in it of $1,000,000 would provide benefits from the investment of $75,000,000 for the development and improvement of the Welland canal by permitting Boston to take advantage of its facilities indirectly.

WAR DEPT. TURNS DOWN N. E. MOTHERS

Says Plan "Not Practicable" to Embark Gold Star Women

Despite the efforts of both Gov. Allen and Mayor Curley, there seems little chance, if any, of Massachusetts Gold Star mothers and those of other New England states, embarking from Boston on their pilgrimage to France to visit the graves of their soldier dead.

In letters to Mayor Curley, received yesterday, from the War department and the United States Lines, it is explained that the Gold Star mothers will be divided into groups according to the cemeteries where they are to visit, and that "the War department does not believe it would be practicable to extend invitations to Massachusetts women to sail on the same ship."

Both the mayor and Governor, however, made further appeals yesterday. The mayor sent a letter to Acting Secretary of the Navy Jahnecke, setting forth that there is no reason why Boston should not be a port of embarkation and that in view of the fact separate ships have been provided for the Negro Gold Star mothers, he is of the opinion separate ships could be assigned to New England mothers in order that they may sail from Boston itself.

Gov. Allen wrote a special appeal to Secretary of War Hurley in which he cites "there is in this strong feeling in Massachusetts, which I know is shared by the other New England states, that the convenience and comfort of the mothers in this section should be insured in the extent of allowing them to embark from any port of Boston."

"Boston is of much easier access to them than is New York," the appeal continues, "I cannot conceive that the United States Lines would, and, if any other steamship line, would be greatly inconvenienced by stopping at Boston, which has sentimental interest in this matter."

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ALLEN URGES BOSTON SAILING FOR MOTHERS.

Writes Secretary Hurley Concerning Pilgrimages

Points Out Gold Star Group Then Would Follow Sons' Route

Gov. Allen yesterday sent to Secretary of War Hurley a letter urging that the mothers from this section of the country who are soon going to France to visit the graves of their sons may be permitted to embark at Boston and not compelled to go to New York.

The Governor's letter follows:

"My dear Mr. Secretary:

In connection with the contemplated pilgrimage of American Gold Star Mothers to visit the graves of their soldier dead in France, there is very strong feeling in Massachusetts, and I know is shared by many other New England States, that the convenience and comfort of the mothers in this section should be indulged to the extent of allowing them to embark from the port of Boston.

Boston is much easier of access to them than New York and I cannot conceive that the United States Lines, more than any other steamship line, would be greatly inconvenienced by stopping at Boston. Boston has a sentimental interest in this matter. This city was, as you will recall, the military headquarters of many of the New England regiments which suffered severely in the war service. It was a port from which many of those boys embarked on their last voyage. Those noble and patriotic mothers in connection with this historic pilgrimage would, if allowed to do so, traverse the identical route of their noble and patriotic sons.

The people in this section are so deeply concerned about this matter that I feel impelled to write you and earnestly ask if arrangements cannot be made whereby the New England Gold Star Mothers may sail from Boston. We look to you in confidence to exercise your good offices in this matter.

"With high personal regards, I am "Very sincerely yours."

Frank C. Allen."

U.S. LINES IS READY IF NUMBER SUFFICIENT

The United States Lines will be glad to have one of the "Gold Star Mother Ships" sail from Boston, if it were possible for Washington to arrange to assemble a sufficient number of Gold Star Mothers to warrant one of the ships calling at this port, according to a letter received by Mayor Curley yesterday from J. E. Andrews, assistant to the executive vice-president of the corporation.

Mr. Andrews added, however, that the War Department does not believe it would be practicable to extend invitations to all the women from Massachusetts to sail on the same ship.

Mayor Curley wired Patrick J. Hurley, Secretary of War, telling of Mr. Andrews' communication and stating that, in view of the fact that the War Department had no difficulty in providing separate ships for the colored Gold Star Mothers, it would not provide separate ships for the New England mothers to sail from Boston.

CURLEY SUPPORTS SUBWAY EXTENSION

Confers With Committee Considering Bill

Willing to Go Far to Save Measure From Being Defeated

Mayor Curley of Boston had a conference with the Speaker of the House yesterday with the Legislative Committee on Metropolitan Affairs in regard to the extension of the Boylston-st subway to points on Commonwealth av and Beacon at beyond Governor sq. in this city.

The committee has before it a bill providing for such extensions, but the act provides that, if the Boston Elevated does not earn enough to pay the rental on them, the deficit shall be met by the cities and towns in the Metropolitan Transit District. The municipalities which would be affected by that provision argued strongly against it at the earlier hearings of the committee, and the understanding is that there will be several dissenters if the bill is reported with the provisions that all of the cities and towns in the transportation district shall meet the deficit.

The Legislative Committee met yesterday in executive session. In addition to Mayor Curley, the following were at the conference: H. Ware Barnum, counsel for the public trustees of the Boston Elevated; Thomas P. Sullivan of the Boston Transit Commission; and Samuel Silverman, corporation counsel for Boston.

GOVERNOR'S ISLAND MAY Figure in Airport Plan

Chairman William P. Long of the Park Department appearing on behalf of his budget items before the City Council Committee yesterday, declared there is an excellent prospect of the Federal Government turning over Governor's Island to the city to be used as part of the airport plans. He also said Gov. Allen appeared favorable to the proposal to turn over 40 acres of State land to the airport.

Under the terms of the new measure to be sent to the Legislature regarding the land, the city would get the 40 acres which would permit of the airport having an A-1 rating. He said the field would then be extended 125 feet towards Governor's Island and a hydroplane base would be built.

From the airport to Governor's Island is 3000 feet and when the island is ceded back to the city, Commissioner Long said the island would be graded and the material used as a fill between the airport and the island. It will add 300 acres to the airport. The airport now contains 87 acres and there is opportunity for a fill between the bulkhead and Wood Island of 50 additional acres.

TEST BOSTON THEATRES FOR FIRE PREVENTION

In an effort to prevent any possible disaster from fire in moving picture theatres in Boston Mayor Curley is having the Fire Department make tests of all curtains and sound boxes. Yesterday in his office Fire Chief Sennott appeared with clips taken from every movie house in this city.

The fire chief in the presence of the Mayor put lighted matches to the various clippings from curtains and sound boxes and what happened in some cases did not please the Mayor. He ordered a complete investigation and Fire Commissioner McLaughlin has been directed to sit in with the fire chiefs and make additional tests, following the tests the Fire Commissioner and chiefs will have a conference with representatives of every movie house in the city. Mayor Curley also directed Fire Chief Sennott to look into storage of X-ray film, storage of film generally and examine the protective booths.

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**PROPOSES HOLIDAY FOR LEGION PARADE**

**Bloomfield for Agreement to Close Stores Oct 7**

70,000 Are Expected in March—City Hall Hearing on Route

Daniel Bloomfield, manager of the Retail Trade Board of the Chamber of Commerce, at a public hearing in City Hall yesterday offered to present the proposal to declare Oct 7 a business holiday. That is the date scheduled for the parade of 70,000 American Legionnaires.

Legion representatives, including Lieut Gen Edward L. Logan, Dr William H. Griffin, past State Commander, and Col Thomas F. Sullivan of the Boston Transit Commission, Traffic Commissioner Joseph A. Conry and Chairman Joseph J. Hurley of the School Committee insisted that the Legionnaires include the business district in the parade route, if that be necessary.

Mr Bloomfield urged the Street Commissioners to adopt a parade route for other organizations than the Legion event of Oct 7; said route to be so planned that it will not pass through the narrow, congested streets of the business district. He said that the merchants are anxious to cooperate in every way with the State and city officials in the Tercentenary anniversary events.

To Give Them Free Rein

Acting Chairman John J. O'Callaghan of the Street Commission, said after the public meeting that the Legionnaires would be given free rein on the parade route for their great turnout.

Boston Day, one of those to be celebrated in the Tercentenary program, is Sept 17, but according to remarks of Gen Logan the Boston Tercentenary Committee feels that the proposal to observe Boston's Birthday on a Saturday in August, rather than Sept 17. If the Boston Birthday parade is planned on Sept 17, it is believed that it will be held at night.

As matters now stand it would appear that most of the exercises pertaining to the Tercentenary would be observed on Saturdays during July and August. On those days downtown business for the most part are closed.

A proposal to start the Legion parade at Roxbury Crossing and send it over the so-called uptown route met objection from Col Sullivan, who said there was no opportunity there to form a parade because side streets are blocked by the railroad. The event he said would draw from the Canadian border to the Rio Grande; attract 1,000,000 persons and that Boston might just as well make up its mind to give the Legionnaires the city for the day.

Traffic rules and regulations, in the opinion of Col Sullivan, would not stop the throng.

**Governor Sq to the Common**

The route has not yet been decided upon, but it is said the Legion committee has practically decided upon Massachusetts Avenue or Governor Sq for a starting point and proceed down Commonwealth Av, Arlington, Beacon, Park to Tremont St, at and around the Boston Commons.

Chairman William P. Long objects to using Commonwealth Av, as there are thousands of spectators who would seek vantage points on the reservation would destroy grass, shrubs and trees, he said.

Col Thomas F. Sullivan and Deput Police Supt Thomas F. Goode approve the Back Bay route via Commonwealth Av.

**Allow Legion to Choose Own Parade Route**

The American Legion will be allowed to select its own route for its parade on October 7. Acting Chairman John J. O'Callaghan of the Boston street commissioners announced yesterday at a public hearing at City Hall.

The hearing was held to give a chance for arguments on a plea by the retail trade board of the Chamber of Commerce that an uptown standard route be selected for the many parades Boston will see this year.

Prominent Legionnaires and others argued for free rein for the Legion parade, which will be winding through the streets for 10 hours or more, with 70,000 marchers in line.

Manager Daniel J. Bloomfield of the retail trade board, argued forcibly for an uptown route for all the other parades, offered to suggest to the merchants of the city that October 7 be a business holiday.

**Making Air Safe from Politicians**

JUST because some politicians start waving the American flag and making the eagle scream is no reason we should become perturbed about the demand made by the city council that Capt. Albert L. Edson, superintendent of the East Boston airport, explain "why he bars naval reserve airmen from the field."

Capt. Edson is right. He knows more about flying than the city council will ever know. The facts are that naval flying students have been practising landings at the East Boston airport. That is all very well when things are quiet, but when business is going on, Capt. Edson has every right to bar them.

The navy uses the field merely as a guest. The national guard and the commercial companies who pay for the use of the field have first rights. There are times when operators having a right to use the port are forbidden to do so because traffic is heavy. Then why should the navy object, particularly when it is simply a guest?

Navy fliers want to use the port to practise landing. That means gliding down, touching the ground and hopping off, again and again. This interferes with regular business. There are other flying fields which the navy might use and at the same time learn more about landings.

Chairman Long of the park commission and Capt. Edson are doing a good job at the airport and should be unhampered by petty political interference. President Lynch of the council might better have telephoned to Capt. Edson rather than burst into print with a ridiculous "demand."
First Sedgwick Medal Goes
To Veteran Health Officer

Dr. Chapin of Providence, Over 80, Honored at
Institution Reunion—Notables
Speak at Banquet

Surgeon-General Hugh S. Cumming
of the United States public health service awarded the Sedgwick memorial gold medal for outstanding achievement in public health to Dr. Charles Value Chapin of Providence at the banquet and ball of the New England Health Institute at the Hotel Statler last night. Dr. Chapin, who is more than 80 years old, is the oldest acting health officer in this country.

Surgeon-General Cumming extolled the work of the veteran physician on behalf of humanity and declared it fitting that he should be the first recipient of an honor which will be awarded each year for meritorious health work.

In addition to Surgeon-General Cumming, other prominent speakers were Dr. Livingston Farrand, president of Cornell University; Dr. Herman Bunderson of Chicago, coroner of Cook county; Leverett Saltonstall of the Massachusetts House of Representatives, who welcomed the physicians and surgeons to the commonwealth on behalf of Gov. Allen, and Dr. Charles F. Willinsky, who represented Mayor Curley and extended greetings.

Dr. George H. Bigelow, commissioner of public health of Massachusetts, presided. Representatives of the health departments of all the New England states attended and physicians were present from many parts of the country.

AT THE HEAD TABLE

Among those seated at the head table were C. M. Hilliard of Simmons College, Harold W. Sclocum of the New England Institute of tuberculosis eradication, Robert S. Weston of Boston, Miss Elizabeth Ross of Brookline, Leon M. Farnell and the dean of the Harvard dental school; Miss Gertrude W. Peabody, Dr. C. E. A. Winslow of Yale University school of medicine, Lester A. Round, director of Rhode Island public health commission; Dr. Charles F. Dallas of Vermont; Dr. Roger I. Lee of the public health council, Dr. Livingston Farrand, Dr. Bigelow, Dr. Herman N. Bunderson, Dr. Cumming; Dr. Milton C. Rosenau, Dr. C. F. Kendall of Maine, Dr. Stanley H. Osborn of Connecticut, Bertha Allen of the State Nurses Association, Dr. Charles Macie Campbell, Harriet Bartlett, Dr. Wilson G. Smillie of Harvard University, Dr. George H. Bigelow, Dr. Charles F. Dallas of Vermont, and Dr. Samuel C. Prescott of M. I. T.

After extending the commonwealth’s greetings, President Santullo said that Massachusetts this year was taking pride in the observance of the Tercentenary of the founding of Boston. “Yet in the midst of our celebrations,” he said, “we are not unmindful of the debt which we owe to our ancestors, our ancestors, who realizing all they had done for us in the field of the material, the intellectual, and the spiritual, during these eventful 300 years.

It is no matter to be taken lightly—the responsibility of accepting and passing on this heritage untarnished,

and peregrance, seeing our mite to its

luster.”

The day marked the second of the schick and toxoid and tuberculous and not properly nourished.

Dr. R. D. Chadwick said tuberculous should be considered one of the serious diseases of children. “It causes the death of more boys and girls under 15 years of age than either whooping cough, measles, scarlet fever or diphtheria, and it is more common than many others,” he said. Boys and girls below the age of 20 who were known to have childhood type of tuberculosis, he said, should be advised to avoid strenuous exercises and competitive games.

Other speakers during the day were Dr. Murray P. Horwood, Dr. Raymond S. Patterson, director health education, Life Insurance Service, John Hancock Mutual Life Insurance Company; Dr. L. A. Sexton of the American Hospital Association, Dr. W. Irving Clark of Chicago, coroner of Cook county; Dr. R. C. Willimans of Washington, Dr. Donald T. Fraser of Toronto, Dr. John J. McNamar of Loyola, who discussed Lowell’s diphtheria immunization campaign; Dr. Haven Emerson, Dr. Harrison P. Eddy, Dr. J. P. Rogers of Washington, Abel Wolman of Baltimore, and many others.

Mayor Curley’s aid toward introduction and promotion of the Schick and toxoid-antitoxin tests for school children was highly praised by Dr. John A. Cecconi, Boston’s director of school hygiene. “Not until we did Mayor Curley come to our assistance,” he said, “when the fight was going strongly against us, he called a conference of the mayors of 38 other Massachusetts cities at which he himself thoroughly explained to the visitors the worth and wisdom of this preventive medical program.

Clinics were held at the various hospitals in the city and were directed by the following: Drs. Hermann L. Blumgart, Harry Linenthal, Edwin H. Place, William J., Thurman Givan, A. R. Pain; Henry D. Chadwick, Gerald Roettig, Robert B. Greenough, Josephine M. Neil, James B. Ayer, E. P. Ruggles, Percy R. Howe, Leroy M. S. Miner, William Rice, Charles M. Fross,

who were assisted by their staffs.

Curley Says City Will
Act to Get Governor Sq. Plan

Appearing yesterday before the legislative committee on metropolitan affairs in executive session, Mayor Curley, it is understood, urged passage of the Governor square measure, which provides for the extension of the Boylston street subway, with a view to relieving traffic congestion in the square and also for helping to lessen unemployment in the city.

BATTLE OVER DEFICIT

Besides the Mayor, others attending the executive session, included H. Warren Barano, counsel for the Elevated trustees, Thomas H. Sullivan of the Boston Transit Commission, and Samuel Silverman, corporation counsel for the city of Boston.

Much of yesterday’s discussion centered on the deficit provision of the bill. The Mayor, it is said, expressed the belief that Boston should not be compelled to pay the entire deficit, but would agree to in order to insure passage of the measure. Under the bill now pending the deficit from the operation of the extension would be made up by the towns and cities comprising the transit district.

Mayor Curley also, it was learned, expressed himself in favor of having work on the project done by day labor, if the measure were to be amended to require payment of the entire deficit by Boston. Although other provisions of the bill were also discussed, it was reported that final settlement of the deficit provision will determine the fate of the bill.

The committee plans to hold another meeting tomorrow and it is expected that the bill will be reported shortly thereafter. If adopted in its present form it is understood there will be some dissenters.
**Goodwin Finds Much Waste in School Plans**

**Tells of Work Abandoned After Heavy Costs—Argues for Investigation**

Charging gross waste of funds in acquiring sites for school buildings and in planning for additional school accommodations, Frank A. Goodwin, chairman of the Finance Commission, gave the City Council's Appropriations Committee a lengthy argument today in favor of an appropriation of $10,000 or more for an investigation of the school department.

Chairman Goodwin expressed doubt whether the end of the investigation would be productive of beneficial results, as it would be impossible to secure experts who would not be under the influence of the National Education Association, but on the building end of such an inquiry many queer things would result.

In reply to certain questions, Mr. Goodwin said that the school committee spent $216,000 for land and fish to cover the additional costs for the present building, which was never completed.

Chairman Goodwin referred to the Michael Angelo school in the North End, where a $50,000 addition is being built, and said that the committee decided that the two-story addition in the Moon street school nearby was so serious as to require drastic expenditures. The $30,000 addition, Chairman Goodwin remarked, was not provided for any of the classes but a big theater for the people of the district, and also shops.

Mr. Goodwin said, "I trust this information will be furthered without delay."
East Boston Tunnel

MAYOR CURLEY has approved the Boston transit department plan for a vehicular tunnel to East Boston.

It will cost at least $16,000,000.

The plan calls for a straight tunnel with a traffic roadway twenty feet wide.

That is something, but not enough. If it is all we can get at this time, let us take it, but what really should be done is this: a two-way tunnel should be made now. It will be needed before long. A two-way tunnel constructed now would cost much less than one now and another later. The cost could be spread over the life of the utility and the burden equitably borne.

A twenty-foot single tunnel is almost sure to bring problems. What is to be done in case of a breakdown of motor-driven vehicles? What is to be done if the fire department wishes to get through in a hurry? The entire traffic line will move no faster than the slowest vehicle.

One of Boston's greatest drawbacks has been that we have too often patched up to meet crying needs. There has been too little foresight. Governor square is an example. If the persons who laid out the subway exit at Kenmore station had been on the job, we would not have the problem we have today at that point. So it is with the tunnel. We build something that "will do." In a few years conditions will be as bad as ever. That sort of business is simply an extravagance.

However, if the best we can get now is a single tunnel, twenty feet wide, let us be duly grateful. At least it is better than no tunnel at all.

Airports on City Roofs

OVER in London the air ministry is making plans for an airport in the heart of the city. The plan is to erect it 300 feet in the air, with an area of 600 square yards.

Lord Thomson, air minister, has full authority to proceed with his investigation of the possibilities. Waterloo station is being considered as a suitable location.

Boston should not become concerned by this move. It should not cause us to hesitate in our program for our own airport at East Boston. Aerial navigation today gives no indication that the plan will work out well. To the contrary, it sounds absurd.

If an airplane took off from a platform in the heart of a city and on the takeoff its engine failed, the plane would probably land in the city streets or on a nearby roof.

It will interest and perhaps please you to know that aviation authorities say that Boston's airport is more ideally located than any other. All that it needs is continued improvement. The famous field in Berlin is hemmed in by buildings and an engine failure means a bad crash. In Boston we have plenty of open approaches and exits. There is the harbor. There are two rivers. Then again, our airport is very near the heart of the city. When or if we get our vehicular tunnel to East Boston and complete our port facilities, we shall equal or surpass anything in the world.
**A Final Tunnel Plan**

Construction of a new traffic-way to East Boston having been discussed for fifty years by exact historians, the public has come to hold one wish dominant over all others. The people have desired to see a final decision reached, and work begun on the project begun last autumn. It seemed that Mayor Nicholas had accomplished this object, but the miracle turned out a mirage. On the one hand, it developed that the authority legally conferred on the Boston Transit Department to design the route of the tunnel had not been sufficiently respected at City Hall. On the other hand, it could not be said that there was wisdom in approving the department's plan for a portal in the market district unless until it could be shown how suitable approaches could be provided through the narrow and heavily congested streets of that section.

Mayor Curley has now brought about a re-solution of the dilemma. We trust and believe that this time the decision will hold as final. Certainly there is no evident reason why it should not. By the same token there exists good reason for congratulating Mayor Curley on his achievement. The Transit Department has won its case regarding the line to be followed by the tunnel under the harbor and the fixing of its Boston entrance in Cross street, behind the central market district, between Hanover street and North street. At the same time Mayor Curley has expressed complete public endorsement of extensive plans for making the street approaches to the tunnel ample and adequate on just such a scale as Messrs. Harriman and Fay have constantly declared indispensable to the success of the tunnel.

The plan calls for the widening of Cross street between North and Hanover streets, and the widening of North street to at least eighty feet by removing all the buildings on the east side of that now very narrow thoroughfare from Cross street to Dock square. Also, according to the Boston Post's report, "the triangle of buildings bounded by North and North Market streets and Union street and Merchants' Row will be cleared out, making a plaza on one side of Faneuil Hall and giving plenty of room to traffic between the tunnel entrance and Dock square." Further the mayor declared that he will seek from the General Court authority to widen Cross street in both directions leading away from the tunnel mouth. On the north this widening will give precisely that approach to an enlarged Haymarket square, as at the improved North Station district which experts have declared both necessary and desirable.

In this way it appears that the Transit Department plan has now acquired all the essential advantages of accessibility and good approaches which the Metropolitan and City Planning Boards have recommended. All that remains is to start work, and the sooner this is done the better the public of Boston will like it.

**Conry Wants City Land for Parking**

With the statement that the parking or "stalling" privilege is distinctly no part of the function of a highway, which is only for the purpose of allowing traffic to move, Joseph A. Conry, chairman of the traffic commission, suggested the creation of municipally-owned parking spaces on the outskirts of the city, in speaking before the Milk Package Exchange, Inc., at the American House last night.

The number of automobiles passing through the city, he said, had in excess in the last twenty years from 30,000 to 1,000,000 and no particular traffic system had been evolved to keep pace with the enormous growth. The general parking situation in downtown Boston had become so troublesome that it would seem to indicate that the greater number of citizens regarded the parking privilege on a public highway as a vested right.

**Curley Protests Postoffice Delay**

Mayor Curley has sent a letter of protest to Postmaster General Walter F. Brown on the delay in starting work on the new post office building. Accompanying the letter was a photograph of the site of the proposed new building in Post Office square showing only three men at work.

"I beg you will accept the enclosed photograph which indicates the progress made in a period of five months in the construction of the post office at Boston," the mayor said.

"Every branch of the Government has had opportunity to aid President Hoover in his program for the relief of the unemployed by employing through to completion public works."

"The city of Boston has patiently waited for a period of five months for something that would save or animation upon the part of the postal authorities in the matter of the construction of the proposed post office at Boston."

"When may we expect steam shovels and activity to replace inaction and unenrollment?"

**Better Days for Shoe Industry**

Representative Allen T. Treadway's victory for the boot and shoe industry, won by him as one of the conferees on the tariff bill, illustrates the wisdom of a constituency or a State in keeping its representatives in Congress long enough to enable them to reach positions of authority. Mr. Treadway has served in Congress for seventeen years, following notable service in the Massachusetts Senate, and he is now ranking, Republican on the Committee on Ways and Means. From this position he would become chairman of the most powerful committee of the House of Representatives, in the event of the retirement of Chairman Hawley, and as ranking man, he was made, according to custom, one of the three Republican conferences on the tariff bill, on the part of the House. All the Massachusetts members have done excellent and praiseworthy work in holding their colleagues from other States in line for the legislation which Massachusetts desired above all other, but the presence of Mr. Treadway on the conference committee enabled him officially to formulate their demands and to secure agreement with the senators upon the House rates.

The conference report, therefore, will retain the 25 per cent duty on boots and shoes, the 12½ to 30 per cent duties on leather, the 15 to 35 per cent duties on harness and the 50 per cent duty on bags, belts, etc. To secure these it was necessary to assent to a 10 per cent duty on hides and skins of cattle, which can prove of no demonstrable benefit to the cattle raiser. Like all others in this country, however, this is a political tariff, and the solons from the West would not dare go home and report that they had granted a protective duty on articles of manufacture made chiefly in the East and refused them to the raw material produced by their constituents. Human nature and politics run together here, and the compromise could not be avoided if the boot and shoe industry was to win anything. The arrangement probably will not suit the leather trade, but neither would it suit it if the boot and shoe industry, or a large portion of it, were to be practically destroyed by foreign competition from cheap-labor countries equipped with American machinery, as was clearly the prospect unless protection was provided. The two branches of the trade, leather and shoes, have not been in agreement as to what the shoe and leather industry as a whole would ask of the tariff-makers, but neither wanted a duty that would add to the cost of leather. If, as appears probable, the Senate accepts the conference report, much of the powerful local opposition to the tariff bill will be quieted.
SCHOOLHOUSE PROBE
URGED BY GOODWIN

Fin Com Head Tells of Failure to Improve Situation
$10,000 Asked for Investigation Cost

A sensible investigation by proper authorities of the schoolhouse situation before the city is committed to wasteful expenditure was the suggestion today of Chairman Frank A. Goodwin of the Finance Commission when he spoke before the City Council Committee on Appropriations. The budget of the Finance Commission called for an additional $10,000 to investigate the school situation and the attitude of the committees could influence that he will get the $10,000 for the purpose.

Chairman Robert Gardner Wilson Jr of the committee presided at the hearing on the budget request for $90,000, of which $50,000 was the usual budget, and the extra $10,000 an extraordinary item for investigation. Mr. Wilson asked Mr. Goodwin to tell him about the high cost. The latter said that the investigation in seating capacity was the thing that the Council had the wrong man: that he (Mr. Goodwin) did not ask for the $10,000, but that the Mayor put it in to investigate school expenses.

Mr. Goodwin, however, offered to tell what he knew about the fact that between 1920 and 1928 all school expenses increased from $7,495,000 to $29,307,000; that the expense of the School Finance Commission went from $1,189,000 to $5,017,000, and that of the School Committee from $8,306,000 to $15,290,000.

Several years ago, said Mr. Goodwin, the Finance Commission hired Prof. L. O. Cunningham of Harvard University to make a preliminary survey to determine if it was necessary to investigate and Prof. Cunningham made the famous "Black Book" report which was not intended for publication. As a result of the report, the School Committee appointed the famous survey committee at an expense of $27,000 to investigate itself. The majority of the surveying went to Mr. Goodwin, were educators; they found a "terrible situation regarding the schoolhouse commission and the commission was abolished.

The educational end of the survey brought out the private and public use of the school buildings and the pupils and the children were future citizens and we must protect them.

Seating Capacity Gain

He called attention to the fact that during the past four years there had been an expansion in seating capacity of 12,000 seats; yet there are as many portable schools in use today as four years ago, that should have been expended for the convenience of children rather than a temporary.

In East Boston, he said, that on the first floor of a school there are 35,000 at an expenditure of $150,000, that attendance is falling off in the Mechanic Arts High School where enrolments are being installed in other schools.

"Instead of correcting those evils," said Mr. Goodwin, "they are building swimming pools, hot houses and factories; the Junior High School has one of the finest printing plants in the country, yet there are no halls, and the pupils are walking the streets unemployed.

For an auditorium, after the city refused to build on in the North End, Mr. Goodwin said the School Committee expended $40,000 for an addition to the Michael Angelo School, which will be a theatre for the neighborhood, yet there are no playhouses in the Moon-st. School in the North End, which is admittedly unfit for school purposes.

The Finance Committee chairman declared that the Board of Appointment says it never recommended the Michael Angelo project and the School Committee never knew it when they passed the $500,000 for the Michael Angelo school.

Referring to the Mechanic's Arts High School, he said the Schoolhouse Committee spent $8,000 out of $10,000, and abandoned the project, and after spending $88,816 on the Phillips Brooks School that project was abandoned.

"The school payrolls might be looked into," said Mr. Goodwin, "It is right to look into this City Hall, but to investigate school payrolls—that is terrible. Still I believe they should be looked at.

"If you want to give the increase, all right," said the Finance Committee chairman, "I didn't ask for it, and if you refuse it, you will save me a lot of bother."

SHOWS POOR PLANNING

Councillor Bush asked Mr. Goodwin about the swimming pool at the Roxbury Memorial High School which was never used. Mr. Goodwin replied: "I don't know. I didn't build it, but it shows poor planning and waste of the public money."

Mr. Goodwin criticised swimming pools, he said he was not opposed to swimming pools that gave service, but that in view of the great needs of the children and the getting rid of the portable schools he was at this time opposed to swimming pools and to placing machinery in schools where there should be classrooms for the children. Mr. Goodwin declared that money be sent to the Mechanic Arts High School and the pupils also sent there.

Councilor McGrath announced that he was sending today the following list of questions regarding the swimming pool to the members of the Boston School Committee:

"Will you please give me the follow-

"Ought to Be Investigated"

Councillor Fitzgerald asked Chairman Goodwin if the $10,000 for investigation would not be small in comparison to the $8,000,000 increase, and asked how much the School Committee spent in the last survey. Mr. Goodwin replied that it cost $28,000. "That," said Mr. Fitzgerald, "I think that ought to be investigated."

Mr. Goodwin said that there should be two investigations, one to inquire into the educational system.

The objection to that, said Mr. Goodwin, was that one would have to employ educators and also doubt that the National Education Association, because of association with educators, would be acceptable on the investigating committee. However, he said he had no doubt that the interest of education can be investigated.

Concerning the project to spend $1,000,000 for a Girls' High School, Mr. Goodwin said that the name of the school was pushing the proposition, and saying children, and even went to the first authorities to have the existing building condemned as unsafe.

In the present High School, he said, were 260 girls from Dorchester, compelled to travel from their homes, to pay the cost of getting to school and when will its use be permitted.

In closing, Chairman Goodwin remarked: "It might be a good idea to have a paid board that would devote its entire time to the work, rather than the present unpaid committees."
Reasonable Landlord

Faneuil Hall, the Nation’s “Cradle of Liberty,” is shown here with some of its marketmen’s stalls. Rents in Faneuil Hall and Quincy Market are about to be reduced.

The city of Boston shows herself a fair-minded landlord toward the marketmen and other tenants of stalls in Faneuil Hall and Quincy markets.

The City Council has hearkened to the marketmen’s plea for rent reduction by approving a 35 per cent slash in the rentals, coupled with requiring only five-year leases instead of ten-year ones. The order goes to Mayor Curley for his expected signature.

Two raises since 1909 have increased the market rentals about 29 per cent. The 35 per cent reduction will put the stall prices back to practically what they were before the two increases. The marketmen asked for a 50 per cent cut, but they should be pleased with what they are offered.

The tenants in these historic locations are entitled to due profits. There may be some aesthetic and patriotic satisfaction in occupying business quarters in the very “Cradle of Liberty.” But that is no argument for excessive rent.

Don’t Crowd

President William G. Lynch of the City Council was right in taking up a complaint that naval and naval reserve aviators from Squantum air station have sometimes been denied use of the municipal airport at East Boston. But the explanation given by Capt. A. L. Edson, airport superintendent, is reasonable. Sometimes there is heavy air traffic, with as many as 20 planes up in the airport zone. Student fliers, naval, naval reserve or otherwise, can hardly expect to crowd in with landings and circlings of the field at these times of airport congestion. Commercial air companies leasing space at the port are entitled to consideration. Superintendent Edson is there to see that take-offs, landings and so on are made with due regard to safety and convenience of all. He must use his judgment in handling this aerial traffic.
LOOK TO LAWLER FOR $1800 UNPAID

Hotel Management Does Not Blame Smith League

The balance due the Hotel Statler for the dinner served at the Democratic mayors' night, March 31, unless paid late yesterday, and for which the hotel management is looking to Chairman Henry E. Lawler of the Democratic city committee for payment is $1800.

The affair, intended primarily to boost the candidacy of Marcus A. Coolidge of Fitchburg for the nomination for United States senator, was conducted under the joint auspices of the Alfred E. Smith League of Massachusetts and the city committee, but the hotel management places no responsibility on the followers of Smith for the settlement of the bill. The arrangements for the dinner, according to the hotel management, were made by Chairman Lawler in behalf of the city committee.

Estimates of the profits which were derived by the actual promoters who are reported to have clubbed candidates, contractors and others, into buying blocks of tickets and purchasing advertising space, ranged from $3000 to $5000 and the affair has been described by sunny state leaders as "another racket, similar to a previous party held at another Boston hotel."

Chairman Lawler has disclaimed all connection with the financial end of the affair, with the sale of either tickets or advertising, and has denied knowledge that any of the promoters received a profit or "held up" prospective candidates. As far as the city committee was concerned it was a legitimate political gathering to stimulate interest in police listing in Boston and in registration in outside cities and towns.

State leaders have no sympathy for the city committee. They say that Chairman Lawler of the state committee gave warning that trouble might be the aftermath of the affair, but that he was characterized as "sorehead."

That a change in the chairmanship of the city committee is imminent has been disclosed by the statement that Councilman John I. Fitzgerald of the West End, who formerly headed the committee, has refused to consider an invitation to act again in such capacity.

Dunn's Disability and Pension Awards Total $6375 a Year

Gets $3000 from City—Government Pays Him $231.25 a Month

TOTAL EXCEEDS SUM OF $122 PER WEEK

Brig.-Gen. John H. Dunn of South Boston, who is drawing disability retirement compensation of $231.25 per month from the federal government, has been granted a municipal pension of $3000 a year. His combined pension revenue is $6375 a year, or more than $122 per week.

Official records show that the municipal pension grant became effective March 15 and that Gen. Dunn received the award as soldiers' relief commissioner, a position which he has not filled since 1915. During and just after the Spanish-American War Gen. Dunn was recognized as a world war veteran. His connection with the city government dates to 1898 when he was elected to the common council and re-elected the two succeeding years. He was elected street commissioner in 1909 and appointed to the same office in 1910 and served until 1922 when Mayor Curley named him soldiers' relief commissioner.

He has not held municipal office since early in 1926. He is a practicing attorney with a long military record. He enlisted in Company I, 9th Mass. Infantry, Sept. 31, 1898, and was discharged with the rank of captain in the 29th U. S. Infantry and saw service and won commendation for meritorious acts in the Philippine Insurrection.

 Offered the city a position in the infantry and when the regiment was mobilized in 1917 he was the lieutenant-colonel and he went to France with the same rank in the 101st infantry. He was retired as a lieutenant-colonel of the infantry branch of the officer reserve corps and a brigadier-general of the national guard.

RETIRED OFFICERS HIT

Councilman Bush Hints They Are Government Pets

Councilman Herman L. Bush of Roxbury, who was responsible for the passage of an order providing that the House be placed on record as being in opposition to the system of unequal payments of compensation to disabled officers and enlisted men who served in the World War, has been prominent in Democratic politics for many years. This order was passed. Bush, who lost a leg, an eye and part of right hand in the war, aroused by comments of retired officers about his statement, declared that he saw no injustice nor unfairness in any plan which restricted the enlisted man, "who lost both eyes, or both hands and both feet, or a hand and a foot, or a hand and an eye or a hand and an ear" to compensation of $100 a month with no allowance for dependents while officers can draw $231.25 per month for a disability for which four enlisted men would be limited to $30.

Representative Francis E. Dalley of Boston and Thomas F. Revere yesterday filed with the clerk of the House of Representatives an order providing that the House be placed on record as being in opposition to the system of unequal payments of compensation to disabled officers and enlisted men who served in the World War.

A similar order memorializing Congress was filed in the same week.

BRIG.-GEN. JOHN H. DUNN

shall be retired with the consent of the retiring authority, if incapacitated for active service, at one half the regular compensation paid him at the time of retirement and payable from the same source, provided that he has ben in the said service at least 10 years, has reached the age of 50 and has a total income from all sources, exclusive of such retirement allowance, not exceeding $600.
Heavily dotted lines indicate transit commission tunnel plan approved by Mayor Curley, as contrasted with Harriman-Fay route which former Mayor Nichols favored. Shaded portions at either end of transit commission's tunnel and along North street in Boston proper and Porter street in East Boston show where buildings will be torn down for street widenings and other clearance to the tunnel entrances.

FULL PREDICTIONS

In voicing official preference for the transit department plan, Mayor Curley fulfilled every prediction which he made during the interim between his election and his assumption of office when the controversy over plans and a route aroused wide public interest.

Approval of a plan does not mean that work will necessarily be started on the project within the immediate future. The first step, other than the preparation of detailed plans and specifications, will be the razing of the 153 buildings which must be destroyed to provide adequate approaches to tunnel entrances and to permit of the extensive street widenings which will be made in the market district and in East Boston.

Mayor Curley reversed decision of Nichols on East Boston Project

The first step toward construction will be the razing of 153 buildings, including the Hanover street police station, to make room for the new ramps, walls, approaches and roadways.

This is a decision to back real estate speculators who have acquired land between Hanover street and Haymarket square in the expectation that the Harriman-Fay plan approved by former Mayor Nichols would be adopted.

There is some chance for them to recoup through the adoption of a plan proposed by Henry I. Harriman and Frederic H. Fay and indorsed yesterday by Mayor Curley in the widening of Cross street and for the construction of a traffic circle in Haymarket square.

This plan, however, requires the approval of Mayor Goodwin of the finance commission as well as Legislative approval.

Acceptance of the plan which was drawn by Chief Engineer Ernest R. Springer of the transit department in collaboration with Col. Sullivan, and which the latter, supported by Mayor Goodwin, has vigorously advocated for months, has been turned down in a second decision and placed on the transit department's hands for the underwater roadway between Boston and East Boston.

CURLEY REVERSES DECISION

Of Nichols on East Boston Project

Mayor Curley yesterday approved the $16,000,000 East Boston vehicular tunnel plan originally submitted by the Boston transit department, reversing a decision made in December by former Mayor Nichols and giving a notable victory to Col. Thomas F. Sullivan of the transit commission and Chairman Frank A. Goodwin of the finance commission.

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THREE AT WORK
ON $6,000,000 JOB

Mayor Sends Postmaster-General
Photo of Progress in Postoffice Sq.--
Speaks of 40,000 Seeking Work

WHY MAYOR RAPS P. O. CONSTRUCTION JOB

This is the picture Mayor Curley had taken at the site of the postoffice,
showing only three men at work. He is sending the picture to Postmaster
Brown at Washington.

Demanding speed in the construc-
tion of the new $6,000,000 central
postoffice building, Mayor Curley late
yesterday sent to Postmaster-General
Brown at Washington a photograph
showing only three laborers working
in the excavation at Postoffice square,
as an indication of the progress made
in the past five months.

40,000 OUT OF WORK

"When may we expect steam shovels
and activity to replace inaction and
unemployment?" questioned
Mayor Curley in a letter, accompanying the crude
snapshot. The Mayor stated that the
Police Census recorded 40,000 unemployed
in this city though "every branch of
the government has had opportunity to
aid President Hoover's programme of
relief through the completion of public
works."

The Mayor's letter follows:

"My dear Postmaster-General,
"I hope you will accept the enclo-
sed photograph which indicates the
progress made in a period of five
months in the construction of the post-
office at Boston.

"The Police Census recently completed
disposes of the fact that there is in ac-

DUNN DRAWING
$6375 A YEAR

Pension From U. S. and
Also From City

The combined pensions of Brigadier-General John H. Dunn, former
street commissioner of Boston and
former Soldiers' relief commissioner,
total more than $6000 a year, it was
revealed last night when it became
known that he draws a city pension
of $3000 a year and that he gets
$281.25 a month from the federal
government under the emergency of-
ficers retirement act. The combined
pensions give him $6375.

Records at City Hall show that his
city pension became effective on
March 15 and that it is charged to
the soldiers' relief department. It
was revealed by city officials that the
pension was granted under the law
which permits the city to give one-
half pay to a veteran who is incapaci-
tated.
LEGION HEADS PRAISE FLIGHT

National Officials Warmly Indorse New Arbella’s Tour of Country

UNSCHEDULED CITIES URGE STOP-OVER

The Herald’s project of making the nation “Massachusetts-minded” in this, the Tercentenary year, by sending a New Arbella of the air to 22 states and 67 cities inviting their citizens to visit the commonwealth during the tercentenary celebration, is proving so successful that national officials of the American Legion have added their endorsement of the flight of the New Arbella to those already given by civic leaders.

O. L. Bodenhamer, national commander of the Legion, James Barton, national adjutant, and Frank Samuel, assistant national adjutant, have sent messages to the Legion convention headquarters here praising the flight and agreeing that it is “the finest thing that has yet been done in connection with any of the national conventions.”

ASKS CO-OPERATION

National Legion headquarters already has asked posts in each of the cities to be visited to cooperate in every way with those aboard the plane.

Telegraphic responses have been received from Legion departments all along the itinerary of the new Arbella, reporting that preparations are being made everywhere to make the arrival of the Herald envoy a gala occasion.

Mayors and other high civic officials in each of the cities visited will be present at each of the points visited to receive the message inviting the people of the nation to visit Massachusetts this year, and in the capital cities touched governors will meet the plane.

So interested is the United States in this epic flight that many cities not included on the New Arbella’s schedule have requested arrangements be made for the plane to visit them.

WASHINGTON PLANS

Special arrangements are being made for the New Arbella’s reception in Washington, where high government officials will attend its arrival. The Massachusetts delegation in Congress also are arranging to be present.

Great preparations are being made by Worcester and Springfield, the first stops on the New Arbella’s voyage, for its reception there Saturday after the take-off from the East Boston airport following an imposing ceremony, which will be broadcast.

Governor Allen, Mayor Curley and other prominent persons scheduled to be at the airport to bid the New Arbella “bon voyage,” as already listed, Lieut. Gen. Edward L. Logan, first department commander of the Legion, will speak.

Florence Donovan, commander of the

Worchester post of the American Legion, is chairman of the committee of arrangements at Worcester and a splendid program has been outlined for the reception at this first stop of the plane.

Sherman Bowles is in charge of the reception at Springfield, where Mayor D. H. Winter will be present to receive the message from Mayor Curley. The leaders of the local American Legion will attend in uniform, accompanied by the Legion Pile and Drum Corps. The Legion auxiliary will also be in attendance, several of the members being in overseas uniform.

Members of the Springfield Flying Club, headed by their president, will be at the field and several local planes will fly out to meet the New Arbella and escort it to Springfield’s air field.

Charles A. Frazer will be chairman of the reception committee.

A tremendous reception is also planned for Indianapolis, where the national headquarters of the legion are located. Comdr. Bodenhamer will head a big delegation of legion and legion auxiliary officials as well as a host of legionnaires in a gigantic program to be staged at that city, when the plane arrives.

A. E. MOSHER

SUGGESTS PARKING CARS ON OUTSKIRTS

Conry Would Bar Use of the Downtown Streets

Municipally owned parking spaces on the outskirts of the city, he said, had increased in the last 20 years from 30,000 to 1,000,000, and no particular traffic system has been evolved to keep pace with this enormous growth. The general parking situation in downtown Boston has become so troublesome that it would seem to indicate that the greater number of citizens regarded the parking privilege on a public highway as a vested right. The parking or “stalling” privilege, as he expressed it, is distinctly no part of the function of the highway, which is only for the purpose of allowing traffic to move.

Other speakers were Senator Joseph Perry of Belmont, who spoke on the proposed measures on tax reduction now before the state Legislature, and M. N. Comiskey, manager of the milk package exchange.

THE TUNNEL

We are to have a straight, not a curved, East Boston tunnel, with the Boston entrance on Cross street, between Hanover and North, and the East Boston gate on Porter, between Havre and London streets. Porter and North streets are to be widened. It will be remembered that, in the closing days of his administration, Mayor Nichols held an open conference at which Chairman Goodwin of the Finance Commission, Henry I. Harriman, Thomas F. Sullivan and others had full opportunity to expound the projects which they favored. The Mayor had made no land takings. When he quit office, all the conflicting schemes were well defined, and matters were so left that Mr. Curley could take up the problem where Mayor Nichols had left it. At last there is agreement on all the vexatious details, and now the work will actually begin. The Mayor is to be commended for his vigor, and his predecessor for leaving the matter open.

From first to last we have heard tall tales of the amount of graft involved in this plan of that. Somebody would make a fortune if this route should be adopted. Somebody else would retire wealthy if something else should be done. This gossip will now vanish, and real instead of figurative mud will fly.
Conry Says It Is a Question Whether Highways Shall Be Garages or City Operate Parking Places

Declaring that the street car system should work in harmony with the automobile and not against this most modern method of transportation, Mr. Conry, chairman of the three-street tunnels, suggested to members of the Milk Package Exchange, Inc., at the American House last night that the city should acquire large parking areas at suburban points.

9TH ANNIVERSARY


Mr. Conry, the principal speaker of the evening, who brought greetings from Mayor Curley, whom he characterized as the best qualified municipal administrator in the United States, commenced his talk by describing the enormous growth of automobile traffic in this city during the past 30 years. The veteran milk men present did not operate automobiles in those days, he said, but today nearly 1,000,000 machines pass through the streets of Boston daily.

Use Land Worth $100 a Sq. Ft.

Referring in a humorous manner to the wealthy residents to the west of Boston who leave their cars in the streets daily he asserted that they are using land valued at $100 a square foot for such purposes as contrasted with land at $10 an acre in Dover! He urged the need of system and said that one solution of the automobile problem is "providing more bridges or tunnels." Shipping, he stated, must be kept in motion, for delays are costly. Until such bridges or tunnels are provided to the east and west of Boston such traffic delays may be expected.

In referring to those who use the streets of the city for parking he said that they were "dangerously close" to regarding this as a "vested right."

Stall a Better Word

"This word, to park, is a very aristocratic word," laughed Mr. Conry. "It seems to me that the word, 'stall' would be better, more appropriate."

In discussing the matter of city traffic Mr. Conry said, in part: "One million visitors to Boston will increase the use of milk to a new high record. Fifty thousand vehicles during the electorate this fall. A proposition we may well consider in harmony with it. Shall we allow our public highways to be used for garage purposes, or shall we need to operate public parking places in the outskirts of the city?"

The automobile and street car systems must work in harmony and not in opposition."

NOW TO WORK

With the approval by Mayor Curley yesterday of the East Boston tunnel plan proposed by the Boston Transit Commission, the long and more or less bitter controversy over the building of the great improvement is ended. The enterprise calls for an expenditure of $16,000,000 and all the fancy frills and furbelows such as street widening a mile or so back of the Boston portal, and a variety of "circles" will not be a part of the scheme.

The plan calls for a straight tunnel with a traffic roadway 20 feet wide from curb to curb, from a point on Cross street between Hanover and North streets in Boston and to an exit west of London and Paris streets at Porter street in East Boston. Property necessary to be condemned at the two portals is assessed at $4,287,774. In East Boston most of the buildings to be removed are tenements, and some 500 families will have to seek new homes on account of the raising.

Now to work. With the Mayor's approval the business of tearing down the buildings that stand in the way of this greatest enterprise ever.

Mayor Out for 20-Foot Tunnel

Weeks of debate over plans for the $16,000,000 East Boston vehicular tunnel ended yesterday when Mayor Curley gave his approval to the Boston transit department plan. This plan provides for a straight tunnel with a 20-foot roadway with the Boston portal on Cross st., between Hanover and North st., and the East Boston entrance between London and Paris st., at Porter st. Col. Thomas F. Sullivan, transit board chairman, won his point over Henry I. Harriman and Frederic H. Pay in regard to the location of the Boston entrance.

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Now to work. With the Mayor's approval the business of tearing down the buildings that stand in the way of this greatest enterprise ever.
TRAFFIC TUNNEL
ROUTE APPROVED

Portals to Be in Cross and Porter Sts

500 Families to Lose Homes—
Realty Cost $4,000,000

20-Foot Roadway Provided,
All in Straight Line

Final approval of the Boston Transit Commission plans for the $16,000,000 traffic tunnel from the North End to East Boston was given yesterday by Mayor James M. Curley.

Portals of the tunnel will be located in Cross st, between Hanover and North sts, on the Boston side, and in Porter st, between Havre and London sts, on the East Boston side. The tube will run in a straight line; the traffic road will be 20 feet from curb to curb.

500 Homes to Be Lost

First steps toward construction of the tunnel will be the razing of buildings at the approaches to both portals. About 500 families will be compelled to seek new homes and 153 parcels of land will be taken; the reality cost will be $4,000,000.

Police Station 1 is doomed by the tunnel plans, which call for an entrance in the area including part of the present site of that North End structure. No plans have yet been made for a new home for Station 1.

The Boston entrance will be in the area bounded in Hanover st by Cross st, and the easterly end of Police Station 1 and from that point will head diagonally to North st at a point opposite Ferry st.

From Cross at the approach will be 35 feet wide to Richmond st, where the approach will go underground. At Richmond st and North sq the actual tube starts.

Exit at Porter St

On the East Boston side vehicles will reach street level at Porter st in what is now a back yard area.

A plan exhibited at the Mayor’s office yesterday called for a traffic circle on the East Boston end. It is said there may or may not be a traffic circle at that point, depending upon the cost.

Transit Chairman Thomas F. Sullivan to Atlantic av are not contemplated as part of the accepted tunnel scheme, Mayor tunnel entrances. It is expected that a Curley in his office yesterday ex-widened North st, and a wide plaza at pressed publicly his support of such Cross st and Dock sq will divert traffic projects. Col Sullivan, Henry I. Harriman and Frederic H. Fay of the Planning Board were present.

Mr Harriman and Mr. Fay stated that they believed that the widening of Cross st must be done sooner or later and also they expressed the opinion that the proposed tube will not be capable of handling the traffic soon after operation and that a second tube will be necessary.

WHERE HARBOR TUNNEL
WILL COME TO SURFACE
CURLEY CHIDES POSTAL CHIEF FOR POSTOFFICE DELAYS HERE

Sends Brown a Picture Showing Only Three Men Working on Site of Federal Building

MAYOR CURLEY’S PICTURE OF PROTEST—THREE MEN AT WORK ON POSTOFFICE SITE

"When may we expect steam shovels and activity to replace inaction and unemployment?" Mayor James M. Curley asked in a letter sent yesterday to Postmaster General Walter F. Brown at Washington. Accompanying the letter was a photograph of the site of the proposed new Postoffice in Postoffice sq., showing three men working on the $6,000,000 project.

Mayor Curley’s letter follows:

"I beg you will accept the enclosed photograph which indicates the progress made in a period of five months in the construction of the Postoffice at Boston.

"The police census recently completed discloses the fact that there is in excess of 40,000 persons unemployed in Boston at the present time. Within the metropolitan area, the number would probably total 75,000.

"Every branch of the Government has had opportunity to aid President Hoover in his program for the relief of the unemployed by carrying through to completion public works.

"The city of Boston has patiently waited for a period of five months for something that would have a savor of animation upon the part of the postal authorities in the matter of the construction of the proposed Postoffice at Boston.

"When may we expect steam shovels and activity to replace inaction and unemployment?"

CONRY AND COUNCIL DISCUSS HIS BUDGET

Joseph A. Conry, newly appointed Traffic Commissioner, was in session yesterday with the City Council committee on appropriations to discuss the budget for his department.

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"When may we expect steam shovels and activity to replace inaction and unemployment?"

Mr. Conry said they would not flash for another month or two. He said he was unable to stop double parking in Stuart and Boylston sts because the police would not act; that it was not the duty of police, except traffic officers, to tag automobiles and enough traffic patrolmen were not available.

There is a chance, he said, that within two months the first unit of synchronized traffic lights would be in use; no contract has yet been made for the second unit."
TO START TUNNEL JOB BY DECEMBER

Hope to Get Actual Digging Under Way Then --- Goodwin Wins Victory Over Route Selection

By WILTON VAUGH

Having approved the final plans for the location of the East Boston traffic tunnel, Mayor Curley, late yesterday, ordered city engineers to rush the preliminary details so that ground work started on the $16,000,000 job before the end of the year.

MUST GET WAR DEPT. O. K.

If the steam shovels come digging in December, the most sanguine hopes of the engineers will be gratified. It was explained yesterday, for the plans must be submitted to the War Department and the Federal government for approval, before the city can go ahead with the work.

Then 153 parcels of real estate must be taken to make way for the tunnel approaches and entrances and the tenements at East Boston. The land must be given time to find other quarters before their buildings are razed.

Colonel Thomas F. Sullivan last night prepared petitions for presentation to the State Department of Public Works for approval. Then the Federal and State authorities, and the city, can purchase the property. A map of the proposed tunnel entrance and Dock Square, with a straight line 11270 feet long and the width of street cars, was described.

Between ticket offices, the tunnel will run at a distance of 512 feet by removing the buildings on the south side from Central Square to Chelsea street, and if there is sufficient money left, the plans will be laid out at the entrance, taking property on the north side of Porter street.

The Mayor's selection of the Transact street Pacifist route was considered a victory for Chairman Frank A. Goodwin of the Finance Commission, who opposed the plan of the Haymarket slip, endorsed by the American House, where the traffic commissioner was representing Mayor Curley.

Mr Conry, incidentally, telling of the increasing complications and cost of municipal Government, asserted that there is not anywhere else in the United States a city administrator as able as Mayor Curley.

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CITY EMPLOYEES HALT WORK THREE HOURS

All activities on the part of city employees will suspend today between noon and 3 o'clock, in conformity with custom on Good Friday, according to an order yesterday by Mayor Curley to all heads of departments.
Engineers of City to Run Lines Through 153 Parcels of Land Involving Millions Cost

Under orders of Chairman Thomas F. Sullivan of the Transit Commission, city engineers yesterday went into the market district and the third section of East Boston to survey the $4,000,000 worth of private property which will be taken by the city in the construction of the $16,000,000 East Boston vehicular traffic tunnel.

WEEKS OF WORK

Although Mayor Curley approved the plan for the Boston entrance at Cross street, between North and Hanover streets; and the East Boston entrance at the intersection of London and Havre streets, it will require weeks for the engineers to determine just where the tunnel route will cut the property lines on the 153 parcels of real estate which must make way for the tubes under the harbor and its approaches.

The plan definitely calls for wiping out the entire parcel of land bound by Dock square. North street, North Market street, Merchants Row, Faneuil Hall square; the east side of North street, from Dock square to Cross street; the north side of Cross street from Hanover to North street; and in East Boston the south side of Porter street, from Central square to Cross street.

The Dock square block will cost more than a quarter of the entire amount available for property takings, for its more assessed valuation was placed at $1,638,000 in the records for 1929.

The largest single owner is listed as Robert H. Gardiner, et al., trustees, whose holding at North Market street and Merchants Rock is assessed at $303,000 alone, for 775 square feet of land and buildings.

The adjoining property at 53 North Market street, is listed in the names of Mary P. Cummings, the building and 1328 feet of land being assessed at $118,000. The next block from 54 to 64 North Market street, in the name of Annie T. Turner, et al., is assessed at $246,000. Maud R. Patterson and Pamela F. Frederick pay the taxes for the building and 129 feet of land at 62 to 64 North Market street, which is assessed at $38,000.

One of the most unusual lots to be taken is the parcel of only 79 square feet of land at 5 Faneuil Hall square which with the building is assessed at $14,000 in the name of William J. Spence, whose property completes the block which will be raised to provide an entrance to North street and the tunnel, at the same time making a square on the north side of Faneuil Hall to show off its historic lines.

Moving down North street, the property selected for the widening on the east side to increase the width of the artery from 50 to 80 feet, now includes:

Tufts College Involved

Land and buildings at 71 to 73 North street, assessed at $146,000, in the name of Abraham Lorensky, 57 to 106, in the names of Max E. and Charles E. Wyzanski, et al., $2,000, 97 to 91, et al., for a total of $33,800.

Tufts College property at 105 North street at Cross, comprising a building with 225 feet of land, assessed at $15,600, is slated to go, as is the adjoining property at 99 and 111, held in the names of Harry H. Ham, et al., trusting, assessed at $40,000.

Mary M. O'Brien is assessed for $25,000 for property in the block from 106 North Cross street to 122 North street, which is in the line of the tunnel entrance. The adjoining parcel at 124 North street is assessed in the name of Rosemary McCarthy for $2,000.

Adjoining Mary O'Brien's block to Cross and North streets are two parcels at 90 and 12 Cross street, assessed in the name of Vincent Tessmarie for $2,000.

Next to that at 88 Cross street is the police patrol house, while with the adjoining property at 201 Hanover street, assessed in the name of Harry F. Hathaway for $2,000.

On the East Boston end of the tunnel, most of the property which will be purchased for the widening of Portside street stands in the names of individual homeowners, with only three or four transfers recorded on the books during the past three years.

The entire strip from Central square to Chelsea street, comprising 38 parcels of real estate, with as many different owners, reaches a total assessment of only $590,000.

When Postmaster General Brown gets Mayor Curley's letter with a photograph showing that with at least 40,000 men unemployed in Boston, only three men are at work getting ready for the long-delayed construction of the Boston Postoffice, he will realize that pictures speak louder than words, and when he reads the letter he will realize that Mayor Curley knows how to use words, too.
Gen. Dunn Legally Entitled to $3000
City Pension, Is Silverman's Ruling

... Brig.-Gen. John H. Dunn, who renounced as soldiers' relief commissioner, Sept. 12, 1925, who was re-appointed Nov. 16 of that year, after he had been an unsuccessful candidate for public office and whose retirement, as well as his father's death of a heart attack, Dunn in 1926 was granted the pension of $3000 per year. The approval by Mayor Curley, announced Wednesday, of the plan of the East Boston tunnel prepared by the transit department is the only necessary legal formality required by the legislative enactment authorizing the expenditure of $16,000,000 for the construction of a tunnel.

CURLEY APPROVAL
LAST TUNNEL STEP
Council Has No Authority Over Any Phase of Project

The bill to authorize the Public Works Department to lease additional lands to the city for the expansion of the airport at East Boston has been a long time in the hands of the Committee on Harbors and Public Lands. It should of course have all necessary consideration but we trust that it will soon be reported and favorably. The immediate end in view is the addition of some forty or fifty acres to the present area of the airport so that it may be enlarged at once to a size that shall fulfill the requirements for a Class A1A rating by the Department of Commerce. Other additions may be made later but there is immediate need for this development.

UNIFORMS DISCUSSED
As soon as plans are prepared for any phase of the work so that bids can be called for the transit department will invite proposals and whatever contracts are awarded will be determined by the transit commission subject to the approval of the mayor.

GOLD STAR MOTHERS
SAILINGS DISCUSSED

She reported back that while such segregation seems probable, it is incorrect to believe that the War Department is planning to send the colored gold-star mothers over in the very last boat of the pilgrimage.

Mayor Curley after announcing his trip to the national commander-in-chief Hezekiah N. Duff of the V. F. W., of Lansing, Mich.

Having stated that she was in her official position to host 47,000 women and still smile, "an accomplishment few men could achieve," she said she had lately been talking in Washington with Quartermaster General B. F. Chestham of the Army about the segregation of the colored gold-star mothers, which appeared to be contemplated by the War Department.

Then Lt.-Gov. William S. Youngman undertook to see all the entertainment banter. He said:

"We'll take care of that.

Mayors one better. Various municipalities and Commonwealths put much in the American Legion national convention in Paris two years ago..."
Mayor Curley conferred yesterday with H. Ainsley Highman, New England director of the French Line, and Frank S. Davis, manager of the Maritime Association of the Boston Chamber of Commerce, in regard to the arrival of the Rochambeau here on April 23. The Rochambeau is the largest French steamer that has ever entered this port. The mayor is shown on the left. Grouped about the poster with him are Mr. Highman, John T. Scully and Mr. Davis.

LAUD MAYOR'S 1930 BUDGET

Complete approval of Mayor Curley's 1930 budget, calling for the expenditure of $46,981,799.33 this year in the services of the city and county, will be recommended to the City Council at its next meeting by its committee on appropriations, which has examined the budget items at public hearings during the past two weeks.

Chairman Robert Gardner Wilson, Jr., and his committee colleagues, upon the conclusion of the hearings yesterday, indicated that they had been unable to find items which might wisely be cut down.

That they will provide $10,000 extra for the Finance Commission to permit Chairman Frank A. Goodwin to conduct an investigation of waste and extravagance in the school system was definitely assured.

The last witness to appear before the committee was Secretary Laurence O. Pratt of the Good Government Association, who has scrutinized the budget with the Councilmen. Although his group opposed Mr. Curley's recent election, he praised the Mayor's administration during the past three months and a half and declared that the budget was "water tight."

TELLS FIREMEN TO KEEP ON JOBS

Must Not Spend Time in Commissioner's Anteroom

Indications that too many members of the fire department have been spending time in the waiting room outside of the commissioner's office at fire headquarters and not in their quarters waiting for alarms, were seen yesterday in an order issued by Commissioner McLaughlin banning all impromptu visits in the future.

Any member of the department desiring to interview the commissioner thereafter must first arrange for an appointment through Herbert J. Hickey, executive secretary, and no fireman who drops in unexpectedly may expect to get a hearing.

HOLIDAY RITES ON TONIGHT

Lanterns Will Be Hung in Belfry of Old North Church

Observance of the 155th anniversary of Patriots' Day will start tonight when the lanterns will be hung in the belfry of the old North Church, where the customary "night before" exercises will be omitted this year because of the Good Friday religious services.

SPECIAL PROGRAMS

But tomorrow morning the nine cities and towns along the route of the famous rides of Paul Revere and William Dawes, Jr., will commence special programs this year as part of the tercentenary celebration.

The Boston celebration will start at 6:30 o'clock tomorrow morning with the ringing of the King's Chapel bell, which Paul Revere himself recast in 1716. This will be used to open the flag raising exercises in front of City Hall, where Mayor Curley will officiate, before a parade of sailors, veterans, school cadets, scouts and bands leave for the procession to North Square.

Will Dedicate Two Tablets

On the way the procession will stop to dedicate a tablet marking the site of the shop of Paul Revere at 175 Washington street, adjoining the Ames building, and again at Garden Court street to dedicate a tablet, marking the site of Thomas Hutchinson's home.

The Mayor will deliver an address at North Square and at 10 o'clock will start the modern Paul Revere, First Sergeant Robert D. Rodes of the 109th Cavalry, on his way to Lexington. For the first time this year, an automobile bearing another Paul Revere will set out for Lexington to determine whether he can obey all the traffic laws and regulations and yet reach Lexington first.

Under the programme arranged by Director of Public Celebrations J. Philip O'Connell and Chairman Charles L. Burtill of the Boston committee, Mayor Curley will have to travel faster than any of the riders. He must send Paul Revere away at 10 o'clock in North Square, reach the airport at 11 o'clock to bid bon voyage to the Tercentenary "good will" plane, and serve as host to National Commander-in-chief Hezekiah N. Duff of the V.F.W., at 1 o'clock at the Ritz Carlton.
In anticipation of the expected influx of visitors later in the season, eager to see points of interest in connection with the early history of the Nation, three memorial tablets are to be unveiled in Boston and dedicated with suitable exercises tomorrow, under the auspices of the public celebrations committee, J. Philip O'Connell, director.

The sites have been selected by the advice of Walter Kendall Watkins of the municipal historical committee.

The three tablets will mark the sites of the gold and silversmith shop of Paul Revere for years after the Revolution, known as 50 Cornhill, though now 175 Washington St. occupied by the Exchange Trust Company; the site of the Colonial days of the famous Hutchinson house on the north side of Garden Court at just off North Sq., and the site of the Colonial north battery, near the present Battery Wharf.

The first dedication tomorrow, at 9 a.m., will be conducted by Mayor Curley and will be a detail of the Patriots' Day celebration.

The site of his shop, some years after the revolution, was that of the present Exchange Trust Company, next north of the Ames Building on Washington St. Washington at was Cornhill until a little more than 100 years ago.

The present trust company building is said to resemble in size only the dwelling in which Revere had his shop, though in his day there was a dark alley at the south end of the building leading from the highway into a backyard, in which was a pump with good well water, a popular adjunct when running water was unknown.

In that shop Revere, whose now extolled spectacular heroism was then thought of by only a few persons, catered to the demands of many of the oldest and richest Boston families with his many varieties of household silver of graceful design before 1800. At about that time he was succeeded in the shop by Samuel T. Armstrong, once famous publisher and printer, as well as Lieutenant Governor at one time. He in turn was followed by Crocker & Brewster, in the same business, while they gave way to a once well-known hat store, which preceded the trust company on the spot.

The other two dedications will be later in the day.

Wording of Tablet

The tablet to be placed on the existing building reads: "On this site was the goldsmith shop of Paul Revere, Patriot, 1775. Placed by the City of Boston."

The unveiling and dedication, at 9 a.m., will be conducted by Mayor Curley and will be a detail of the Patriots' Day celebration.

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House Was Raided

The Hutchinson house, home of the royal Governor, Thomas Hutchinson, was raided shortly before the Revolution, owing to the revelation by Benjamin Franklin that Hutchinson, of American birth and ancestry, had been secretly urging the British Government to take more and more stringent measures against this colony.

In the raid by a mob of men and boys in 1765 Gov. Hutchinson's manuscripts, including a great quantity of memoranda for his later published history of Massachusetts, were scattered about the neighboring streets, and many were never recovered.

The house was built about 1656 and was occupied by Gov. Hutchinson and his father from 1711 till 1774, when the Governor fled to England for good.

The Governor was a descendant of Anne Hutchinson, whose loquacity on theological subjects was responsible for a statue of her in front of the State House today.

Hutchinson was the only royal Governor here, save Sir Edmund Andros, 1686-1689, who did not live in the Province House, in Washington St., opposite the head of Milk St. Hutchinson considered his own house a better one.

The interior architecture was spacious and lofty, involving much mahogany. There were splendid mirrors and artistic bronze lamps and pictures of British victories in war, emblazoned arms of Great Britain and paintings of successive British Kings and Queens.

The North Battery, the name of which is still perpetuated in Battery Wharf, on the same site, was built about 1664 on the edge of the harbor, at the foot of the east slope of Copp's Hill. It was demolished more than 100 years ago.
CONRY MAY IMPound AUTOS

Studying Question of Illegally Parked Autos

That Traffic Commissioner Joseph A. Conry intends to make a full study of the impounding idea, concerning illegally parked cars, seems evident each day.

In a letter today to Mayors of the principal cities in the country, the concluding line asks the question, "Has your city any rule in regard to impounding cars which may have violated the traffic regulations?"

The letter sent to the chief executives of the various cities in connection with the American Legion convention and the tercentenary program, Commissioner Conry in the letter says that these two sublime events of national interest will attract more than a million persons to Boston. He adds that Mayor Curley is determined that everything will be done by the city authorities for the comfort and happiness of all visitors. He makes known that it is desirable to have a system of traffic management, completed this Summer which will be easily understood by every stranger visiting the city. He asks that after an examination and comparison of the regulations of the various American cities, it is his hope that the rules finally adopted will be recognized as being for the convenience of all.

AMERICAN 4/15/30

PLAN UNIFORM TRAFFIC RULES

In an attempt to compile a set of traffic regulations during the Tercentenary celebration and the American League convention that will cause least discomfort to visiting motorists, Traffic Commissioner Joseph A. Conry, in a letter today to mayors of principal cities throughout the country, in his letter he asked that the mayors send him copies of traffic regulations in their cities.

GLOBE 4/15/30

When Postmaster General Brown gets Mayor Curley's letter with a photograph showing that with at least 60,000 men unemployed in Boston, only three men are at work getting ready for the long-delayed construction of the Boston Postoffice, he will realize that pictures speak louder than words, and when he reads the letter he will realize that Mayor Curley knows how to use words, too.

MAYOR AIMS AT SMOKE NUISANCE

Orders Law for Control Embodied in Recodification of Building Law

WOULD RELIEVE THE STATE OF TASK

By M. J. ROSENAU, Jr.

The city's first step in its war on smoke nuisance was taken yesterday by Mayor Curley who ordered the building department to include in the recodification of the building code a law which teeth for the control of smoke emission.

The mayor chose this method of meeting a situation which left him few loopholes through which he could gain for Boston home rule in regulation of the smoke nuisance.

Edward W. Roemer, supervisor of construction of the building department and president of the New England building officials' conference which is attempting to set up standard building codes for the six states, has been instructed to place the problem in the hands of a sub-committee and has promised that the technical provisions for smoke regulation will be ready for the next session of the Legislature.

The mayor's determination to rid the city of the high cost of smoke was expressed in an indictment of the evil as "an awful situation at hand." He said, "It costs us a couple of thousand dollars because we clean a building and the city can well spend $4,000,000 right now to sup up this. This, in addition to other financial impositions which unnecessary smoke foists on the community, has got to go."

Supervisor Roemer declared that while it had never been the intention of his organization to include smoke regulation in the new building code, he will next week assign to the task of drawing up the law the sub-committee on chimneys and heating apparatus.

ARRaigns STATE HOUSE

The sub-committee will be aided in its work by an attorney who is advising the conference in its recodification work, and it is the mayor's intention to press this particular measure of the new code on the Legislature next fall.

If approved by the Legislature, the building code will become a statute and will void all previous acts as affects the city of Boston. In this way Mayor Curley hopes to relieve the department of public utilities, now the enforcing agent of the present state smoke laws, and obtain an effective home rule to alleviate the situation.

Thursday the mayor received the president of a concern which manufactures a widely used device for the elimination of smoke. He declared he was greatly impressed with the practicability of the apparatus and the ironclad guarantee with which the concern agrees to allow the device to prove its merits and if unsatisfactory will remove it without charge.

WAS REVERE'S SHOP

Building Where Mayor Will Dedicate Tablet Is Historical Site

The building where Mayor Curley will dedicate a tablet this morning, 175 Washington street, was the Exchange Trust Company building, on the site of the original goldsmith and silversmith shop of Paul Revere and the present two-story building put up by the trust company two years ago is in size and architectural design nearly a replica of the original Paul Revere shop. The bronze plate that will adorn the building has a bas-relief of the original building in inscription.

"On this site was the goldsmith shop of Paul Revere, patriot 1775. Placed by the city of Boston."

The present Washington street between Adams square and the Old State House was originally called Cornhill. The successor to Paul Revere in the original store was the firm of Crocker & Brewster, silversmiths. Later the same building became the book shop of Samuel T. Armstrong, lieutenant governor of Massachusetts. The building was a fine type of the architecture at that time, 1775.

Bigelow, Kennard & Co., Inc., will have on display several historic pieces of Paul Revere silver and there will be hung in the reading room windows and unusual photographs and drawings will mark the centennial celebration of this historical site.

Two of the best collections of Paul Revere silver are known as the Mrs. Nathaniel Thayer Collection and the Hollis French collection. On exhibition at the Old State House in Boston is a historical map showing the location of Paul Revere Silversmith and there is on other historical pictures and gold and silver work, the product of his shop, on exhibition at the rooms of the different historical associations.

An authority on matters of historical interest is Walter K. Watkins, secretary of the Sons of the American Revolution and several other historical organizations. Mr. Watkins is also a member of the Boston historical commission.

The New England celebration of the Knights of Columbus will open tonight at the Copley-Plaza Hotel when 1000 Knights will gather at the annual state banquet. They will represent 153 councils in Massachusetts. The newly organized Massachusetts state council of the Knights is the Ladies Auxiliary will attend, accompanied by a symphony orchestra.

Gov. Allen, Mayor Curley, former U. S. Senator Augustus O. Stanley of Kentucky, and John R. Matthews of New York, N. J., are invited guests.
And what is the eventual that will prevent the golden flow of grain moving to the foot of Lake Ontario and the head of the St. Lawrence? It is that when these points, there may not be developed sufficient economic outlets from Prescott, Kingston, Montreal, Oswego and Ogdensburg to make it flow forward, especially the winter months. To accessible seaports Buffalo hopes that there will be such congestion of grain at Montreal that, despite the economics of the situation, the grain will still break at Buffalo and be diverted from the ports of New York, Philadelphia and Baltimore as it has been in the past.

Ogdensburg, Too

Not resting with the progress at Oswego, the N.Y. people who are giving this matter closest attention are in close touch with Ogdensburg. Frank E. Davis, manager of the Maritime Association of the St. Lawrence Board of Commerce, has been in constant communication with the Ogdensburgh authorities, to assist them in their plans for port development in order that the may get their share of the new Welland Canal business. Ogdensburg lies so far down the St. Lawrence River, almost directly opposite Prescott on the Canadian side, that it cannot hope to get the large lake steamers, but it hopes eventually to attract some of the grain that moves down the river. It is hopefully looking for help from Congress to improve the harbor and the New York congressmen in Congress are believed to be favorably disposed toward a measure proposed by one of the New York congressmen for the closing of the Ogdensburgh waters to make the city more accessible.

By authority of the Maritime Association, Mr. Davis is organizing a party of businessmen to go to Ogdensburgh a few days before the dedication of the Welland Canal, and to go with the Ogdensburgh delegation to Oswego to join a large group of citizens from that city, so as to sail in a body up Lake Ontario to the Canadian dedication of the Welland Canal. The dedication has been set tentatively for July 1, which is Dominion Day in Canada and is likely to develop into an auspicious event.

Boston at Dedication

The Welland Canal is not the first waterway known by that name, as there has been a small canal there for many years; but it is the largest ever built between Lake Erie and Lake Ontario. It is built by Canadian capital, representing an investment of $15,000,000. It extends from Port Colborne on Lake Erie to Port Weller at the head of Lake Ontario, a distance of about twenty-five miles. The difference in levels between the upper and lower locks is 27 feet, which is overcome by seven locks, each having a useful length of 809 feet, is eighty feet wide and about thirty feet deep. At the Lake Erie end there is a guard lock of 126 feet usable length to protect the upper reaches of the canal against the wide fluctuations of the Lake Erie water level. The purpose of the Canadian Government in building the canal is to increase the length of the water haul by means of big steamers, which is cheaper than the movement in small steamers. Small vessels, about 250 feet long and capable of carrying 50,000 bushels of grain, can get through the old canal and continue through Lake Ontario down the St. Lawrence; but the new canal will take vessels 600 feet long, which can carry 200,000 bushels of grain. They are now stopping at Buffalo, where transfers are made to smaller vessels, but by next July they will sail through the canal and down the Ontario to the Canadian port of Kingston or to the American port of Oswego.

Holding Boston Back

MUD FLATS are not very valuable as a rule, but one would be led to believe they were by the tardiness of the state committee on harbors and public lands.

Commercial development of Boston Airport is being held back because the committee is dilly-dallying over a proposal to lease to the city of Boston mud flats between the airport and Governors' island so that the city may make a real airport. Boston refers glibly to its airport. As a matter of fact, it is not an airport at all. It is a flying field and will not be an airport until improved developments are made.

All the city asks is that the state lease to Boston these mud flats which the city then will fill in and use for flying purposes. It would appear that the harbors and public lands committee has been given misinformation as to what the state wants. Mayor Curley and Chairman Long of the board of park commissioners want those mud flats. The committee should report favorably immediately. The proposal then goes to the ways and means committee, which understands the project thoroughly and which undoubtedly will endorse it quickly.

Let us have action now. We need that extra space for immediate flying needs. If we do not act now the benefit will be postponed at least a year.

James M. Curley Club Dance Will Be Held in Roxbury on Monday

The annual dance of the James M. Curley Club of Roxbury will be held Monday evening in Intercolonial Hall, Dudley & Roxbury. Mayor Curley has promised the committee that he will make an effort to be present. Many State and city officials have been invited. Representative James M. Brennan will be chairman of the reception committee.

James E. McCarthy

Miss Mary McManus

Pros John E. Doherty is chairman of the committee on arrangements, assisted by James E. McCarthy, Francis Horgan, Joseph McManus and Mary McManus. The international dancing team of Francesca Shorley and Catherine Sullivan will give an exhibition during the intermission. A program of entertainment to be given by local talent has also been arranged.
Four Routes To Boston

As may be seen by the accompanying map there are three direct railroad routes from Oswego to Boston and in addition to this, rates have been established on a fourth route. The New York, Ontario & Western Railroad runs into the city, and will own and control the property, a 4,000,000 bushel grain elevator. This road is owned and controlled by the New York, New Haven & Hartford Railroad, so that it is a New England-owned route, all the way from Oswego to Boston, by way of Providence, and it will be the policy of the company to do all in its power to get the Oswego port for Boston, and for Providence. The New York, New Haven & Hartford Railroad, enabling it to route the grain two ways into Boston. The fourth route is obtained by the use of the Delaware & Hudson Railroad which crosses the other lines and could be used in conjunction with the New York, Ontario & Western to reach Boston over the Boston & Maine from Mechanicville Junction.

In addition to these grain lines there are the lines of the Boston & Maine Railroad, of the New York Barge Canal as far as Troy, and then go by rail to Boston.

Is Boston Ready?

To many Bostonians the situation here outlined is one of great business promise. In our way, comes as a surprise to the City and State authorities has been presented by the Maritime Association of the Boston Chamber of Commerce has advocated a plan of opening the Boston & Maine Railroad. It is strongly endorsed and urged by Mayor James M. Curley of Boston, as being essential to the full realization of the purposes which the opening up of Oswego at this point is still in the form of a resolution before the Massachusetts Legislature looking toward an investigation of the advisability of erecting an Oswego pool.

The Boston & Albany elevator at the Grand Junction wharves in East Boston has a storage capacity of 1,000,000 bushels and the piers in which are now used are about 3,000 feet long, and about 100 feet wide, it is now used by the Cumnard Anchor Line, Leyland Line, Red Star Line, American Line and Furness Line.

The ships will come

The Ships Will Come

By switching arrangements these elevators would be available also for the grain brought to Boston by the New York, New Haven & Hartford Railroad; and of course the New York Central Railroad has connection with its own elevator at the Boston & Maine, located in East Boston; but it cannot be claimed that these elevators constitute modern equipment for the handling of large quantities of export grain in quantities such as Boston is now expecting to attract from the Oswego pool.

There is no foreign traffic to pick up. The ships are not here. There is nothing here to attract them. It is because they are not here that the export freight does not come. It is almost like the vicious circle. When there is no market for Oswego grain, the ports of New York send their ships here, and the Oswego pool.

Wore the grain dumped in Boston today there would not be foreign freight ships to pick it up. The ships are not here. There is nothing here to attract them. It is because they are not here that the export freight does not come. It is almost like the vicious circle. When there is no market for Oswego grain, the ports of New York send their ships here, and the Oswego pool.
ECONOMIC forces in other parts of the country are prying open the door for a return of big shipping business to Boston. Time was when Boston harbor was full of ships, flying the flags of many nations. Only the memory of it remains. The big ships that used to come here come no more, unless it be for brief calls to pick up the crumbs.

Now comes the inevitable. Almost over night the tide will turn. Before the summer season, prying open of other ports and a big movement of grain, to say nothing of coal. Pharmaceutical and chemical industries, such as the Carroll and Johnson interests, have invested at least $20,000,900 in the Taggart-Oswego Line, and are calling for facilities to intercept and handle some of the grain that ships by Oswego and can not move on advantageously to Montreal.

Boston’s Faded Fame as a Port to Be Restored by Opening of Lake Ontario to Country’s Great Lakes Traffic—Oswego to Bulge with New Business for New England Ports

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Hurley Tells Plans for Economy, Replying to Goodwin

In answer to the recommendation of Finance Commissioner Frank A. Goodwin, that the school committee be abolished and a board established whose members will be able to concentrate upon school business without the advice of educators, Chairman Joseph J. Hurley last night issued a statement declaring he already has an order pending "to cut to the bone the trade shops, with their costly equipment."

Although taking issue with Goodwin and abolishing the school committee would be a good thing, Chairman Hurley lined up with Goodwin to the extent of declaring that since he became chairman of the school committee he has been seeking to correct the very matters criticized by Goodwin.

Another development yesterday in the probe being made into expenditures in the Boston public school system was a decision handed down by Corporation Counsel Samuel Silverman regarding payment stopped by Finance Commissioner Goodwin on several hundred bills aggregating close to $10,000, contracted by the old Schoolhouse Commission.

His decision, which criticizes the old Schoolhouse Commission, states that all emergency bills contracted by the old Schoolhouse Commission can be paid, but only after he conducts an examination and determines which bills may be classed as emergency. He declared that the mere stamping of bills as "emergency" by the old commission is not conclusive, that it is up to Louis K. Reourke, new School Building Commissioner, to determine whether or not they were emergencies.

Burke Ignores Attack

Superintendent Jeremiah F. Burke, attacked yesterday by Goodwin in his verbal blast, and whom Chairman Hurley of the school committee declined to support in his statement, leaving it to Burke to defend himself, declined last night to issue any statement.

Finance Commissioner Goodwin made his statement before the City Council appropriations committee, and placed it squarely on the shoulders of Superintendent Burke and his subordinates, who compiled the board of apportionment, for the alleged gross waste of funds in the construction of school buildings.

NO MORE WASTE IN SCHOOLS

All Boston to Honor Unheralded Heroes of Lexington Tomorrow

The memory of two hitherto unheralded heroes of the battle of Lexington will be honored in the tercentenary year observance of the fight tomorrow.

After the Boston Patriots' Day committee, headed by Charles L. Burrill, ended a conference with J. Philip O'Connell, municipal director of public celebrations, at City Hall yesterday, it was announced that Dr. Samuel Prescott, the man who really carried the warning of the approach of the British after Paul Revere had been captured and William Dawes, his companion, had been turned from his course, will be remembered in the celebration.

In addition, the memory of an unidentified rider who went on to Acton to warn the minute men will also be honored as the "Unknown Rider of the Revolution." This will be the first time Action has received its rightful share in the glory of the battle.

Three troopers from the 110th century, commanded by Col. Dana T. Gallup, will play the roles of Revere, Dawes and Prescott, dressed in period costume. The trio will be escorted by a detachment from the 110th cavalry.

As the troop rides on its way from Charlestown along the two routes through Arlington, Brookline, Cambridge, Medford and Somerville, the celebrations in those towns will be

TO RING REVERE BELL

The bell recast by Paul Revere will ring from King's Chapel at 8:30 A.M. to inform those within earshot that the city of Boston is starting its Patriots' day program. At that hour Mayor Curley will raise the American flag on the pole at City Hall. Details from the navy yard, veterans of three wars, cadets, Boy Scouts and bugle and trumpets will contribute to the exercises.

At 9 o'clock the parade will start on a series of dedications of historical parks and will then proceed to North Square where at 10 o'clock Paul Revere will speed away to Somerville and through "every Middlesex village and town." About the same time, 'Dawes' will be leaving Eliot square on his ride.

One hour after the Lexington-Concord ride has started, the New Arbella, sponsored by The Herald, will take off on its good-will tour to the West in the interests of the tercentenary celebration and the American Legion convention.

In the midst of all of these observances a motor car will also start over the Revere route, heading all traffic ordinances, in a test to see if a modern vehicle meeting modern conditions can make as good time as the colonial 'pigeon' did on horseback 155 years ago.
EVERTHING is in readiness for the thirty-fifth annual reunion and dinner of the Boston Real Estate Exchange—the event which all realtors hereabout look forward to as affording an opportunity to have a good time together, renewing acquaintances and listening to interesting and informative addresses.

Governor Frank G. Allen has been invited to attend as a special guest. His reply has not been received. President C. T. Coley, of the Senate, Speaker Gaspar G. Flacon of the House and Mayor James M. Curley have also been the National Association of Real Estate Boards, has been heaped with praise for his addresses.

Mr. Coley has served several of the largest corporations in the country and has been an inspiration to young men in the real estate business, this time it has been the business of the past. By the time of the annual business meeting, will give a summary of the work that has been done during his service as president. His second term being only six months in length because of the change in the date of the annual meeting.

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A "Working Dinner"

While most of the previous thirty-four dinners have been served at seven o'clock in the ball room of the hotel, thus far about 200 acceptances have been received and it is expected that 300 will attend. Harold F. Mason, president, and several other leading members will receive the guests.


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He Will Meet “Revere” and “Dawes”

As a Part of Celebration Of Patriots’ Day

Numerous additional features of historical significance are included in the tercentenary year program for the observance of Patriots’ Day in which nine cities and towns will participate today. This year “Dr Samuel Prescott,” hitherto neglected in the patriotic observances, will ride as he did in ’75 to warn the citizens of Concord of the approach of the British.

In Colonial Dress

At every point of the rider’s progress through the town aerial bombs were exploded. Four town criers dressed in Colonial costumes went through the town ringing hand bells and shouting the news. A display of fire was set off on the Lexington battle green, while church bells were rung and fire whistles roared. Great care was taken to have the ride of Revere played out in exact historical detail.

The daylight ride of Paul Revere, an annual feature of the Boston observance, will be enacted today. In addition to the mounted Revere, a man driving an automobile will follow the route to learn if an automobile, following traffic rules and speed laws, will reach Lexington before the horseman.

The flag raising at City Hall today will be a pageant in which sailors, war veterans, school cadets, Boy Scouts and other organizations will march.

To Dedicate Tablets

En route to North Square the procession will halt and a tablet marking the site of Paul Revere’s shop at 155 Washington street will be dedicated. Still later another halt will be made and a tablet marking the site of Thomas Hutchinson’s home will also be dedicated, on Garden Court street.

At the same time that the North Square exercises are being held, 10 o’clock this morning, a celebration of very similar character will take place at Eliot Square, Roxbury, where the ride of William Dawes, Jr., will be reproduced, with Sergeant John Reagon of the 11th Cavalry as Dawes. Sergeant Robert D. Rodes of the 11th Cavalry will represent Paul Revere.

Nine cities and towns will have a part in the celebration. Boston, Lexington, Concord, Roxbury, Brookline, Cambridge, Medford, Somerville and Arlington. Many other municipalities are also preparing with parades, flag raisings, public meetings and other events to observe the day.
Greater Boston ushered in Patriots' Day late last night when lanterns blazed forth from the belfry of the Old North Church. Through sleeping Lexington, "Paul Revere" chattered on a real midnight ride, four quintantly-dressed town criers rushed through the streets to "spread the alarm," and "John Hancock" and "Samuel Adams" leaped into a one-horse chaise to warn the farmers on their way.

Sunrise saw the "British Grenadiers" marching on Lexington Common, where the "Colonials" were waiting for them as they were a hundred and fifty-five years ago. With daylight, all these gallant ghosts of the past were due to fade away as Boston began its real celebration of the long distant day when the scarlet-coated British column tramped down the dusty roads to Concord and Lexington.

Paul Revere's own bronze bell begins to boom forth from King's Chapel at 8:50 this morning, the flag goes up to full staff on City Hall, and ten minutes later the big parade begins to wind its way from City Hall to the North End.

Military, civic, naval and patriotic organizations will be in line, and at 10 o'clock, when the parade reaches North sq., the day's second "Paul Revere" will go clattering off to Lexington with a troop of cavalry at his heels.

At the same hour another rider, "William Dawes," will speed away from Eliot sq., Roxbury, and in Acton a third horseman of the Revolution who is hardly mentioned in the history books, Dr. Samuel Prescott, will dash across fields and fens to warn the citizens of Concord.

TWO INNOVATIONS

As for "Paul Revere," he won't be alone on his ride this year. Airplanes flying from Boston to Concord will zoom over his head, and a band of hardy patriots in a modern motor car will try to see whether they can beat Revere's time by weaving their way through holiday traffic on the route.

But before "Revere" starts on his way, the village of Middlesex, "village of the farm," memorial tablets will be dedicated all over the North End as the parade goes through.

TO UNVEIL TABLETS

Paul Revere's shop will be the scene of one dedication, a salute will be given the home of Dr. John Warren, who started Revere and Dawes on their way, and another dedication will take place on the site of the Thomas Hutchinson home on Garden Court st.

MAIN CITY PROGRAM

8:50 a.m.—Flag raising at City Hall by Mayor James M. Curley.
9:00 a.m.—Start of parade to North sq., Capt. Anthony Moscicki, U. S. M. C. (retired), marshal.
Route of parade will be from City Hall to Washington at., site of first tablet on Ames building, Washington at., to Brattle st., to Scollay sq., to Hanover sq., to second tablet at Garden sq., to Prince sq. to North sq., arriving 9:45.
9:10 a.m.—Dedication of memorial tablet on site of Paul Revere shop, Washington at., adjoining Ames building.
9:20 a.m.—Salute to site of home of Dr. John Warren, now the American House, where Revere and Dawes received instructions before their rides.
9:35 a.m.—Dedication of memorial tablet, site of Thomas Hutchinson, Court st.
9:45 a.m.—Arrival at North sq. for exercises.
10 a.m.—Start of "Paul Revere" ride.
10:10 a.m.—Local program.
10:15 a.m.—Parade and march to Copps Hill, via Hanover st., Charter st., Salem st. to Hull sq., where graves of patriots will be decorated.
10:25 a.m.—Flag raising, military salute, decoration of graves and address by Dr. John F. Fitzgerald, national commander Veterans of Foreign Wars.
10:40 a.m.—Parade via Hull sq., Salem st., Cooper st., Endicott st., Prince st., to Hanover st.
4:00 p.m.—2 tablet S, ROXBURY
8:45 a.m.—Concert by 101st Veterans Band.
10:00 a.m.—Start of ride of "William Dawes, Jr."
10:05 a.m.—Fifth annual novice road race, auspices Norfolk Young Men's Association.
10:30 a.m.—Presentation of trophies, by Mayor Curley and donors.
New Bedford First Stop in 6000-Mile Flight to 22 States

ARRIVAL OF CRAFT

The ceremony sending off the New Arbella on a national tour of goodwill for the Massachusetts Bay Tercentenary and the American Legion convention will be broadcast over stations WBZ and WBZA and through loud speakers at the East Boston airport and the Parkman bandstand, beginning at 10:30 A.M.

CARRYING THE INVITATION OF MASSACHUSETTS TO THE PEOPLE OF THE UNITED STATES TO VISIT THE OLD BAY STATE DURING THE TERCENTENARY YEAR, THE NEW ARBELLA, GOOD-WILL AIRPLANE SPONSORED BY THE HERALD, WILL TAKE OFF FROM THE BOSTON AIRPORT AT 11:30 O'CLOCK THIS MORNING FOLLOWING A PUBLIC CEREMONY IN WHICH MANY OF THE COMMONWEALTH'S MOST IMPORTANT CITIZENS WILL BID IT GODSPEED.

WHEN THIS MODERN MERCURY WINGS ITS WAY INTO THE AIR TO BEGIN ITS 6000-MILE FLIGHT, IT WILL BE THE FIRST ACTUAL MOVE TO CARRY THE MESSAGE OF THE TERCENTENARY CELEBRATION TO THE FAR REACHES OF THE NATION.

INTEREST AROUSED

But the New Arbella already has aroused national interest and 67 cities and 22 states which it will visit are awaiting its message of hospitality with the same eagerness with which the little colony at Salem awaited the arrival 300 years ago of the original Arbella, the ship which carried civil freedom to the New World.

Good wishes will be with the New Arbella on its departure, and it will be attended by good will from the time it reaches New Bedford at 11:30 o'clock until its month-long flight comes to an end.

One of the particular features of the start of the tour will be a salute to the disabled veterans at Rutland. Mr. Boardman has promised the Herald that after he leaves New Bedford he will head north to fly over the United States government hospital at Rutland, where he will dip the New Arbella in salute to the invalid veterans. As the plane passed over the administration building at a low altitude Col. A. J. L. Ford, for the Herald, will scatter roses from the air.

It is of significance that the message-bearing plane will leave on Patriots' Day, for besides carrying an invitation to the people of the United States to visit Massachusetts during the tercentenary celebration it will have the added distinction of stimulating interest in the annual national convention of the American Legion to be held in Boston in October.

The Herald is making possible the flight.

Despite the numerous attractions scheduled for Greater Boston throughout the day, the take-off of the good will ship will attract the most notable assemblage. Gov. Allen, representing the Commonwealth; Mayor Curley for the city; Comdr. O'Connell of the state American Legion, and former Atty.-Gen. Herbert Parker for the tercentenary organisations will be present to voice their wishes of bon voyage.

Not less notable will be the convey of aviators who will accompany the New Arbella at the start of its westward flight. Thirty-three planes piloted by as many famous fliers will escort the winged ambassador as it sets out on its important mission.

One of the unusual features incident to the start of the trip will be a broadcast through loudspeakers at the field of a conversation between a person of the ground and the passengers in the plane while it is in the air.


They will carry letters to the mayors of the states and to the Governors of the states where the ship will land inviting them and their constituents to visit the tercentenary celebration and the Legion convention.

BROADCAST AT 10

Promptly at 10 o'clock, Dean Gleason Archer of the Suffolk law school will begin the broadcast through stations WBZ and WBZA the purposes of the good will flight. The entire ceremony will be rebroadcast from the Parkman bandstand on Boston Common.

Following Dean Archer's broadcast, Gov. Allen, Mayor Curley, Comdr. O'Connell and former Atty.-Gen. Parker will in turn speak, and they will be followed at the microphone by former Mayor John F. Fitzgerald, Mrs. Stephen Hurd, Gen. William A. Pew and the pilot, Russell Boardman.

The last official act preceding the take-off will be the christening of the New Arbella by little Miss Ines Dudley Kenyon, 5-year-old daughter of Mr. and Mrs. Alden Kenyon and direct descendant of Gov. Winthrop and Gov. Dudley, first executives of Massachusetts.

The roar of the motors at the take-off will be heard as the ship takes into the air accompanied by the gigantic convoy.

THE CEREMONY

Mayor Dissatisfied with Construction Details

The finance commission is investigating the Bowdoin square fire station construction project. At the invitation of Mayor Curley, the commission assigned its engineer, Guy Emerson, to pursue the inquiry, but the particular character of the investigation or its scope would not be revealed or discussed last night by Chairman Frank A. Goodwin.

He admitted that the mayor had called the attention of the commission to certain matters in connection with the project and that the mayor conferred yesterday with Engineer Emerson, the architect, a representative of the contractor, and Assistant Corporation Counsel, Russell Boardman.

"Wait until the mayor makes a statement," said Chairman Goodwin. "We have acted at his request." Construction of the station which was started last year has proceeded very slowly and several times Mayor Curley has disclosed that he was not entirely satisfied with the project. He has publicly criticized the selection of the site of the old Revere House for the station but the fin corn investigation has no relation to the site but is understood to be connected with the plans and the cost of the structure.
MANY TOWNS TO
COMMENORATE
PATRIOTS’ DAY

"Revere" and "Dawes" to
Be Joined by "Dr. Samuel
Prescott" in Rides

PARADE TO FEATURE
CELEBRATION HERE

Tercentenary Programs to
Add Color to Usual
Holiday Events

Midnight at Lexington marked
the start of the varied and colorful
celebration of Patriots’ day, when
"Paul Revere" again raced through
that colonial village to acquaint the
inhabitants of the approach of
British troops. Unlike the occasion
of the original “midnight ride,”
the present day townspeople, together
with many visitors, were awake and
ready to receive the message.

Patriots’ day will be celebrated today
in a manner befitting its significance
in the program of Tercentenary ob-
servances. Colorful and spirited, as in
previous years, the impressive ritual of
the day, which has been in process of
development since the first reproduction
of Revere’s “midnight ride” was under-
taken, today “breaks out” several fea-
tures hitherto unattempted. One of
these is the re-staging of Dr. Samuel
Prescott’s ride, from the edge of Lin-
coln, where Revere was captured by a
British patrol, to Concord, where he
delivered the word in time to save the
military stores.

Besides Boston, the focal point of the
entire celebration, as it was of the
immortal resistance that is today glorified,
eight cities and towns are putting on
co-ordinated programs. Some of them,
notably that of Lexington, were begun
at midnight. These places are Arling-
ton, Brookline, Cambridge, Concord,
Lexington, Medford, Roxbury and Som-
erville.

TWO OBSERVANCES
Two observances will mark the begin-
ing of the day in Boston. At 8:45 A.
M. a band concert with patriotic ad-
resses at Elliot square will precede the
setting forth of the rider impersonating
William Dawes. The Paul Revere ride
will start from North square, after a
parade that will start at City hall at
8:50 A. M., and a program that will
include dedications of tablets, one on
the site of Revere’s shop, Washington
street, adjoining Ames building and one
on the site of Thomas Hutchinson’s
home, Garden Court street.

Mayor Curley will take part at both
Elliot square and North square exercises.
Dawes and Revere will “spring to the
saddle” at 10 A. M. and proceed over
their respective routes, the progress of
Dawes being greeted with programs by
officials, celebration committees and the
public in Brookline and Cambridge, that
of Revere in Somerville and Medford,
while in Arlington, which they both
traversed that historic morning, their
representatives will be honored jointly
and will proceed to Lexington, arriving
that 10 minutes apart, their appearance
being the culmination of a celebration
that will claim the entire 24 hours.

WILL DEMAND
DISMISSAL OF
WILSON AT ONCE

Councilman Norton to
Move Appeal to Gov.
Allen on Monday

PLANS ALSO TO VOID
GARRETT PENSION

Federal Officials Mark
Time Pending State Ac-
tion on Police

A resolution demanding that Gov.
Allen immediately remove Police Com-
missioner Wilson will be introduced at
a meeting of the city council Monday
by Councilman Clement A. Norton of
Hyde Park.

He will include in the resolution a
request that Mayor Curley void the
pension which Oliver B. Garrett, for-
mer liquor squad raider, is now re-
ceiving.

Councilman Norton will base his de-
mand for Wilson’s removal by the Gov-
ernor on the ground that the police
commissioner has been proved incom-
petent and inefficient.

Norton will argue that Commissioner
Wilson clearly showed, during his ex-
amination by Special Assistant Attor-
ney-General on E. Hall at the Gar-
rett hearings, that he failed to have
careful and thorough investigation
made of charges concerning Garrett
and other members of the police de-
partment.

Councilman Norton’s request to have
the mayor take away Garrett’s pension,
if it is adopted by the council, will
inject Mayor Curley into the investiga-
tion. The mayor has already indicated
that he believes “fewer milkmen and
more policemen” are needed on the
force and it is confidently expected that
he will move swiftly if he is asked to
act on any phase of the matter.

WILSON STILL ABSENT

Police Commissioner Wilson has not
yet returned to his desk at headquar-
ters. He has been absent from his
duties since he concluded his testimony
at the Garrett hearings and although he
denied having suffered a collapse it
was stated that he was suffering from
mental fatigue.

Mrs. Wilson told reporters at his
home, Chestnut Hill avenue,Brighton,
yesterday that Mr. Wilson was not con-
vinced that he was in
in town for a short time during the day.
He did not appear at police headquar-
ters, however. Mrs. Wilson said that
the commissioner was undecided as to
just when he would go back to work.

Gov. Allen has indicated that he will
take no action regarding Wilson until
he receives the report of the attorney-
general.

As much as a question has already
been raised as to whether Garrett was
ever legally a member of the police de-
partment because of his age at the time
he joined the force, it may be found
that his pension is void for this rea-
son alone.

When he took the civil service ex-
imination for the department he said he
was born Oct. 14, 1894. His official
birth record shows that he was born
Oct. 1, 1883. The question is whether
he was old enough to become a member
of the department, and if it is found
that he was not, then he automatically
loses his pension, which is half pay. If
the matter is placed up to Mayor Curley
he will undoubtedly turn it over to the
city law department for investiga-
tion and an opinion.

Councilman Norton is confident that
his resolution will be adopted by a sub-
stantial margin at the meeting of the
council. A resolution commending Atty-
Gen. Warner for his investigation has
already been adopted by the council.